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HONGKONG, JULY 14TH, 1910.

Ir is not wise to take the innumerable same time quite reasonable. "An Imperial forecasts as to future world conflicts too Navy, dominating the Pacific as the Royal seriously, but occasionally there are con- Navy does the seas of Europe, will preserve tributions to the discussion regarding the the peace. By stilling unrest and by probalance of power which demand attention. moting confidence among the Britons of In this category should be placed the series the oversea States, it will permit a of articles appearing in The Daily Graphic oncoof a consistently firm yet friendly policy under the title "The Sovereignty of the being adopted towards our present ally-Seas." It is a subject which appeals to the and Japan asks for nothing better—and Briton at once, and as the writer, Mr. | will also demonstrate to the United States GERAED FIENNES, reveals some knowledge of that the British Empire is also to guard its the sentiments prevailing in the Colonies, as own head, and that, while we welcome their well as an acquaintance with the conditions friendship, and look for a fasting bond of found in the parts of the world more amity between the English-speaking removing grievances. particularly under notice, his words are peoples, we desire nothing further of themcertain to receive some consideration. In least of all the support of their sea-power. recent numbers of the journal mentioned he If, on the other had, we are obsessed with has dealt with "Shadows over the Pacific." | the danger near home, and, keeping our eyes and, briefly stated, his conclusions are that. fixed on Europe, apply pedantically the prin Japan is a disturbing factor in international relations, and that Great Britain, by maintaining naval pre-eminence, must impose on the other nations which are supposed to be threatening each other at

It need scarcely be stated that the writer disapproves of the Anglo-Japanese Alliance. He defines the situation thus: "The white nations demand the Open Door in the realms of the yellow man, while claiming the right to close their own door to him. Japan will accept either alternative, but not both at For the present the United States stand for the embodiment of the White Man's position. Great Britain, bound by the Motherland. The aim which Mr. the ties of an alliance for the next few

years, and remote from the dangers which bulk so big in the eyes of Americans, Canadians, and Australasians, is out of sympathy with, or is at least lukewarm over, the policy of exclusion which her own children in the Pacific consider vital to their national safety and economical development. Therefore, there exists a certain community of ideas between the oversea nations of the Empire and the United States which may easily become perilous to the unity of the Empire. In our enthusiasm for common defence, we must never forget that common defence postulates common aims and common policy." While we are inclined to the belief that the community of ideas between certain British Colonies and America is exaggerated, we have to admit that if the Colonies and the Mother Country are to combine in the defence of the CONDITION is next to Empire they must have common aims and common policy. That being so, it follows that the Colonials, either by reason of the greater feeling of confidence imparted by in Stanley Street contains specially the presence of a strong British fleet in fitted Drying Rooms for Maturing | Pacific waters, or by reason of the fact that the renewal of the Anglo-Japanese Treaty in 1915. So far there is so little alteration in the circumstances affecting each party continuation of the Alliance, though it must not be forgotten that the fear of Russian aggression being removed by the agreement just concluded may make Japan less anxious for Britain's aid, while Great Britain, having decided on an imperial navy in the true sense of the word, may possibly have less reason for relying on Japan to protect her Pacific interests. The writer in question has a strong belief in the value of the Pacific Fleet. If no conflict arise between now and 1915 "to make the name of the Pacific Ocean an irony, the British Navy, reinforced by, let us hope, a goodly number of Fleet units contributed not only by Australia and New Zealand, but also by Canada, South Africa, and India, will once morecarn for itself the blessing bestowed on the peacemakers. The Pacific Fleet will live up to its name. It will be expensive, but it will be worth while. But the Pacific Fleet will have to be a real instrument of war, capable of meeting any enemy which can assail the position of the Empire in that ocean, not a mere skeleton enemy, a shadow of things to come." With that view there should be general agreement. But if Britain is to have, as it must have, a policy in the Pacific, imperial and not insular in character, she must have adequate All letters for publication should be written on force to assert it. "Conscious of adequate strength, our fellow-subjects" continues Mr FIENNES, "will pursue their development in peace, tempted neither to irritate the Japanese by pin-pricks on the one hand, not to coquet with the Americans on the other The awakening of the Imperial consciousness, the death of the 'hen-and-chicken idea of Empir, is the greatest guarantee of permanent peace."

Without following the other arguments of the writer, we will turn to the second conclusion to which we referred, that Britain must impose peace on other Powers. This is certainly ambitious. But it is at the ciple that Australasia, Canada, and South Africa are defended in the North Sea and the Mediterranean, as was the case when the prospective foes were exclusively European, we than we have ever before faced have arisen and that we have failed to realise their vital character." This means an expansion of ideas. Britons must learn to think oceanically. They must learn that the perils which loom so large before the people of the United Kingdom are not necessarily those which pre-occupy their fellow subjects in the distant States of the Empire, and that if the British Realm is to have a future those Colonies must count for as much as

FIRNES holds up to the Empire of a State to which the sea is the bond of union, not the divider; which imposes its peace upon every quarter of the globe slike by virtue of the fleets which make aggression upon it impossible. "The time," he concludes, "has gone by direct by sea route after transhipment at when Great Britain, alone and unaided, can do this. It is not only, or chiefly, a question of the provision of material force. The is a sufficiently serious matter, wit Naval Estimates already above forty millions a year, and the certainty of a further increase being required; but is much more a matter of a heart-whole acquiescence of the States of the Empire in an Imperial policy, and the realisation of their direct responsibility by each and all. Happily, the consummation is within eight. The Pacific Fleet, with units supplied by the Mother Country, Australia, New Zealand, Canada, South Africa, is already out of the realm of dreams. should be formed; what strength it should attain: and where it should be based, are questions which will be discussed later. It is enough, for the moment, to record that loses by it. their fears are shown to be groundless, the movement is going forward; that the will have to drop the Japanese bogey arrangements made last year at the Imwhich has filled their horizon of recent perial Defence Conference are but the years. It is too early to prophesy regarding | nucleus of a plan which, although not yet sufficiently advanced to be made public, has every promise of coming to fruition. In a military sense, it is not perhaps ideal; but that the probabilities are in favour of the the British Empire exists by solving prob- R. Duncan lems on the homely lines of common-sense which are insoluble to those who base their political system on the rigid lines of Barbara celarent, etc." An Imperial Navy is in every sense desirable, but we cannot feel so sanguine as the writer in question

> H. E. the Officer Administering the Government attended the Circus Inst night.

will on the other nations.

that it will be strong enough to exforce its

The English Mail of the 11th June was delivered in London on the 12th inst.

Mr. Andrew Forbes, of Messra. Bradley & Co. has joined the Board of the Hongkong and Shanghai Banking Corporation.

The fifth edition of the new Street Indox, by Mr. Arthur Chapman, Government Assessor, revised and corrected up to date of isane, will be | Mackay 8-3. ready early in September."

Owing to the breakdown of the ice machinery there was quite an ice famine in Kuala Lumpur the other day. As much as 8 cents was paid

yesterday two natives were charged with being | England, n unlawful possession of a quantity of opium. One was fined \$50 and one \$64.

Two Chinese appeared before Mr. J. R. Wood at the Magistracy vesterday on a charge of returning from banishment. Both were found guilty, and each man was sentenced to six months' imprisonment and four hours' stocks

The district officer at Tanan, a province of Cochin-China, was to hold an exhibition of trained rat-killing dogs on July 3. This is a matter which interests the cultivators there, owing to the ravages of rats in the standing crops and in grain storehouses. The dogs had to show their skill on the spot.

In Dutch South-East Borneo, in the Marta pura district, which is famed for its diamonds fresh diggings have been discovered. resulting diamond fever has led to such a rush for digging licences that their issue now averages one thousand a month. So far the diggers have been fortunate.

The fly nuisance is the subject of a recommendation by Shanghai's medical officer health. All foodstuffs, he says, especially milk should be protected from the access of flies by having the larder windows made of perferated zine and by the use of gauze covers. Fly papers and traps are best placed on the window sills.

Tonkin and the colony is in such a backward state, that a potition to the French Parliament to mend matters is in circulation for signatures. The petition prays for an inquiry into the present state of the colony with a view to devising means for restoring prosperity and

Pepper, says the Sourcbaya Handelsblad, med in bygone years to be profitably cultivated in East Java, but the times are changed now. Planters in the old days took no thought of overproduction and throw so much pepper on the market that prices rapidly fell. Losses soon led the planters to turn their backs on pepper and take to rubber. Figures show that the export of black pepper from Sourabaya in 1909 fell off by one-third compared with that in 1908. The shall find that questions of a broader nature pepper prospects for 1910 are most unfavour-

> The Hollanders in the South have got a tiger story of their own. It is reported in these words :- Recently a singular adventure befol a gentlemm who was motoring in Deli. At two o'clock in the morning, a lamp on the car mitdealy went to pieces, and the car ran over something. The speed was so great that this almost escaped notice. The car was stopped, and an examination disclosed the fact that a tiger was cronching on the road just ready to spring when the car struck it, The traces of the tiger were visible enough. It had disappeared in the lalang grass on the roadside.

Bamboos from Indo-China are coming into demand at Nice, in France, for gardening purposes. Bamboo supports and props have been found to be very useful. The article has hitherto been imported by way of Hamburg. But the Chamber of Commerce at Nice favours the idea of importing Indo-China bamboos Marseilles, German handling being discontinued. The Chamber of Commerce at Saigon has been approached on the subject.

The Messageries Maritimes Company intends to do away with the branch service connecting at Saigon with the line to Sing apore linked with the P. and O. mail. The idea is that the Tonkin mails should go in the P. and O. steamers direct to Hongkong. From there, they will be despatched to Tonkin ports. The Tonkin homeward mail will then be forwarded to Hongkong for despatch by the P. and O. service. By this change, the Indo-China Government will save about 300,000 francs a year. The M. M. Company's Tonkin service carries few passengers and hardly any cargo, says an exchange. The Chamber of Commerce at Saigon to which the matter was referred did not favour the idea, and asked the M. M. Company for further information. It seems that the existing service is of advantage to the public, though the company

LOCAL SPORT.

LEAGUE LAWN BOWLS.

TAIKOO v. CIVIL SERVICE C.C. These teams will meet at Quarry Bay on 16th inst., at 3.45 p.m. sharp. Civil Service team J. McKay A. Thornhill A. Blowey J. A. Wheal (skip) E. Brett (skip)

W. H. Woolley P. R. Adams C. Bond W. Fincher (skip)

Reserves : A. Davey, W. Higby, J. McLeod.

LAWN TENNIS LEAGUE.

CIVIL REBYICE V. Y.M.C.A. This match was played yesterday at the Happy Valley and resulted in a win for the visitors by

61 games to 38. Scores: Edwards and Hickling beat Wood and Woodcock 6-5, lost to Atkinson and Pile 9-2, McEwen

and Mackay 7-4. Le Breton and Clements best Wood and Woodcook 6-5, lost to Atkinson and Pile 4-7. and beat McEwen and Mackay 7-4.

Shorey and Joseland beat Wood and Wood. cock 8-3, Atkinson and Pile 6-5, McEwen and

TRIANGULAR CRICKET.

The South African Cricket Association having refused to send an eleven to Australia without a guarantee of £5,000, Australia declines to agree and intimates that this means the abandonment of triangular matches. The Australians Before Wr. E. B. Hallifax at the Mag istracy | certainly will not meet the South Africans in

> AMERICAN CHINESE TIRE OF QUEUES.

Chinese of the Pacific Coast want to discard the queue, and they have memorialized the throne to be permitted to coif their hair like their Caucasian brothren.

Declaring that all the nations of the earth Bill that endure look with disfavour on the head-dress that terminates in an appendage resembling e braided tail, the Chinese unite in declaring that the spirit of modernity demands the quietus of

Particulars of the memorial, which was intrusted to I rince Tao for presentation to the throne during his recent trip en route for Washington, have just been made known here and have led to a gabble of discussion in

"As we look around at the various nations of the world, we observe the queue," the memorial reads. "The queue is not necessary to the well-being of man and it is exceedingly incon-"China is now speaking about having a

parliament and being counted among the civilized nations, and one of the easiest things to do is to cut off the queue. The cutting off of the queue will give us the appearance of being civilized. If we are not permitted to do such a thing, which is the easiest, what is the use of doing something that is the hardest? "It is the custom in China to wear long robos with wide sleeves, making the men of our

nation look like the women of other lands. The costume is like that of the Annamese and the Koreana, two nations that have periahed. "Furthermore, our whole costume-queue, Trade and industry are in such a bad way in long robe and wide sleeves -makes as the laughing-stock of every nation with which we

> come in contact. "The discarding of the queue as regards China itself would revive the spirit of the Chinese, and viewed by ontsiders it would be looked upon as a sure sign of an awakening." The queue was forced upon the Chinese as a badge of submission about 260 years ago by their Manchu conquerors, who affected this style of head-dress. Later the Chinese grew fond of the queue and began to elaborate it with bright

> ribbons, but they have began to look askance at it since they have become conversant with the customs and manners of the overses bar-

RUBBER FROM BANANAS.

cloudy emulsion pressed from the green fruit of the Martinique banana has been found to contain 10 per cent of rubber, equivalent to 50 per cent. of the dry weight of the expressed juice, says Popular Science Siftings. Analysis showed that the green banana skins contain as much as 20 per cent. of rubber, while the dried skins yielded 7 per cent. of war, resin and chlorophyll. Some varieties are reported to be the Whites. even richer in rubber than the Martinique banana. Extraction seems to offer no special difficulties, and it is predicted that rubber from banana skins may become a commercial success in the near future.

LATEST STEAMER MOVEMENTS The Austrian Lloyd's str. Silesia left Singa-

pore for this port on the 12th instant p.m., and is due here on the 18th instant a.m. The British str. Longships left Moji on the 12th instant for this port, and is due to scrive here on or about the 18th instant.

TELEGRAMS.

Protested by the Telegraph Message Copyright Ordinance, 1894.]

BEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

ANOTHER AVIATION

HON. MR. ROLLS KULLED.

TRAGEDY.

LONDON, July 12th.

The Honourable Charles Rolls was circling the Grand Stand at Bournemouth Aviation Meeting (which opened to-day) when his machine buckled. He fell a distance of forty feet and was killed.

Probably he alighted on his head or the machine fell upon him. Great regret will be felt at the death of this plucky aviator, who on till dark. June 2nd accomplished the record journey from Dover to Calais and back.

RUSSIA AND JAPAN

London, July 12th.

The "Koelnische Zeitung!" states that the Russo-Japanese agreement arose from Russia's need to carry out her Asiatic policy undisturbed and Japan's wish to develop peacefully the conquests acquired by war. The agreement will therefore be welcomed in Germany as elsewhere as a guarantee of peace, but judgment must be withheld for a time as regards its economic aspect.

London, July 13th.

The "Taegsche Rundschan" declares that it has authentic information that the Russo-Japanese agreement was originated by British diplomats who co-operated towards its conclusion with the object of creating a quadruple alliance against Germany.

WOMAN'S SUFFRAGE.

London, July 12th. The Woman's Suffrage Bill passed

LONDON, July 13th. The motion to send the Women Suffrage Bill to the Grand Committee of the balloon factory. The plan of the journey was rejected by 320 votes to 175.

its second reading by 290 votes to 190

PRESIDENCY OF NICARAGUA

This is tantamount to shelving the

LONDON, July 12th. Issued a statement in which it is explained that the Kaiser's letter was an ordinary formal acknowledgment of the announcement that President Madriz had succeeded to that high office It adds that nothing is known regard. ing the coaling station, the acquisition of which was not contemplated.

HERR DERNBURG.

London, July 13th. Herr Dernburg, the retired German

Minister for the Colonies, starts from Berlin for a tour in the Far East via Siberia on Friday.

FEOM THE "SINGAPORE FREE PRESS. THE PRIZE FIGHT.

CINEMATOGRAPH RIGHTS SPOILED.

The Mayors of many cities in the United States have prohibited the cinematograph exhibitions of the Jeffries-Johnson'fight in order to prevent displays of racialism, especially in the South, where the feeling is the airship has been recently increased by clonthe strongest. It is feared that the moving gating the gas envelope. pictures would inflame both the Blacks and

The Christian Endeavour Society's branches are everywhere strenuously campaigning for the suppression of the pictures, and have | the Vatican regard the Royal decree published appealed to Mr. Roosevelt and the Governors of every State.

cinematograph exhibitions of the fight in South Africa owing to the effect it would have on the coloured races, who are already impressed with Johnson's victory.

FIGHTING AT MACAO.

Macao, July 12th. The Colony is excited by a revolt which has occurred at Colowan and which is taxing the military authorities.

Yesterday suspicions were aroused that a quantity of arms and ammunition were stored in certain houses on the island, and a search was made but proved fruitless. No further precautions were taken. However at midnight the Portuguese guard was surprised by a large attacking force, which included most of the villagors and a band of some, 200 pirates. An appeal for reinforcements was sent to the military headquarters, and a company of 60 soldiers was dispatched to the assistance of the guard. But the soldiers found they were outnumbered and they were compelled, on being received by a severe rifle fire, to seek shelter-A fusilade was maintained throughout the night.

This morning another Portuguese force accompanied by a company of artillery and the river gun boat Macau proceeded to the scene of the fighting and a brisk fire from both sides was kept up. The mountain artillery, as well as the guns of the Macau, bombarded the island

Casualties have taken place on both sides, and several deaths at the Military Hospital are

Major Magalhaes, police commander, accompanied the expedition, on which some 350 men

are now engaged. It is expected that an attempt to dislodge the pirates will be made to morrow at daylight.

The village of Colowan is practically destroyed as the result of the bombardment. Orders were given for the women and children to leave the village but they remained and

stoned the military. ... The death roll of the islanders and pirates

must be considerable. It is believed that this attack was planned several days ago, and it is fortunate that I have not to report a greater loss among our men. Had there bean telegraphic or telephonic communication with the island this rising would

have been suppressed more easily.

BRITISH ARMY AIRSHIP.

FLIGHT FROM FARNBOROUGH ACROSS

The sensation which was caused when the British Army dirigible Nulli Secundus sailed majestically across London and rounded the dome of St. Paul's on a boantiful October day in 1907 was repeated on June 4th, when a mysterious airship passed over the Metropolis. The streets of London are never absolutely deserted, and even as early as 2 a.m. some hundreds of people scattered about the south-western districts witnessed, or rather heard, the arrival of the strange air craft. It was at a great height, and the throb of engines could only be faintly heard, while its position and pace were just indicated by an electric lamp dimly seen in the darkness. The airship was located at Richmond, Battersen, and in the City over St. Paul's Cathedral, but it vanished as swiftly as it came. STORY OF THE FLIGHT.

The airship, it transpired, was the second British Army dirigible, Beta, on its first long voyage, in command of Colonel Capper, and carrying also his assistants, Lieut, Waterlow, R.E., and Mr. W. T. Ridge, the civilian head to London was kept an absolute secret. The flight was prepared for during the week, and those who were required to handle the airship either in the car or by motor were warned to hold thomselves in readiness at any time. A start was decided on late on Friday night, and the necessary number of Balloon Corps were warned to report themselves at the factory at 11 p.m. The Beta is not the dirigible which was wrecked some weeks ago, but a reconstructed model. It was dooked in the new dirigible shed, a huge building 400 feet long, and the Reuter's correspondent at Berlin gates were opened early in the evening so that the temperature should be the same reports that the Foreign Office has as the outside air. At 11.30 the airship was towed outside and Colonel Capper, Lieut. Waterlow, and Mr. Bidge boarded the car. The ascent was made at 11.40, and the course was set by the stars, the airship being started due north-east. When the London and South-Western Railway main line was reached at Frimley the course was set by the metals until the Brooklands motor track at Weybridge was reached. Then a straight line for St. Paul's was taken, the Thames being crossed three times in its windings, the first crossing being at Thames Ditton, the second near Hurlingham, and the third near Battersea Park.

CIRCLING ST. PAUL'S. The dome of St. Paul's was circled at 2.15 a.m., and the return journey, with a following wind, was made at top speed, between 25 and 30 miles an hour being got out of the engines, which are of 35-horse power. The first flush of dawn was just breaking as the return journey was commenced, the course taken being straight across the West-end of London, the Marble Arch being passed over six minutes after leaving St. Paul's. The main London to Portsmouth road was struck at Hounslow, and proved a splendid guide to the aeronauts, who followed it through Staines and Sunninghill to Faraborough.

The return journey was completed in a little over ninety minutes. Arriving over Farnborough Common, the sirship was brought easily to earth, when it was at once taken in tow by a Royal Engineer detachment and docked in the big shed again.

The flight was followed by a motor car containing the chief draughteman and chief mechanical engineer at the factory, but after they had once lost sight of the sight at Farmborough Common they did not see it again until they returned again to Farnborough. An average height of 1,000 feet was main-

tained, and the engines were not pushed to their greatest speed. The flight was made as an instructive experiment. The lifting power of

SPAIN AND THE VATICAN.

The following announcement was made a Madrid on June 17th:-

It is stated in certain quarters that, should on June 11th respecting the display of external. signs of their faith by dissenting Churches as an obstacle to the continuation by it of the The South African Press deprecates negotiations begun by the Spanish Government with a view to settling the question of the religious orders, Senior Canalejas' Ministry is resolved to break off all negotiations and to reserve to itself the right to pursue an entirely independent line of policy.

SUPREME COURT.

Wednesday, July 13th. IN APPELLATE JURISDICTION. [BEYORE THE FULL COURT.]

PENDING SECURITY.

The case in which Ng Tek Tong claimed from Wong Chenng Cho an account of the partnership dealings between Ng Kim Wan, deceased, and the defendant in the business of the Yuen Shing firm, of which business the defendant was the managing partner, and in which the Chief Justice found for the defendant, was mentioned. The plaintiff (appellant) appealed against his Lordship's decision.

Mr. M. W. Slade K.C., instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), represented the appellant, and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson (of Messrs. Ewons & Harston) appeared for the respondent. Mr. Slade said they could not go on, as an

order had been made for a stay of execution. Mr. Potter stated that an order had been made for security for costs, but that security was not forthcoming.

Mr. Slade-We only applied a few days ago and have not raised the money yet. We have had to send to Singapore to get it, as the estate is in Singapore.

Mr. Potter-The order was made on July 4th. The Chief Justice-How long has the case been on the list?

Mr. Slade-For months. Mr. Potter-For some months, and we wrote

for security months ago. Mr. Slade-We declined to give it because the executor is personally liable.

M. Potter-Your Lordship held he was no personally liable. The Chief Justice (to Mr. Slade)-Have you

sent to Singapore? Mr. Slady-Yes, the man has gone down

himself, and not come back yet. No doubt it will be forthcoming in time. Mr. Potter-We' are rather doubtful if it ever

will be forthcoming. The Chief Justice - We'll let it stand over.

but indefinitely. Mr. Slade-The man ought to be given rea-

sonable time and no time has been fixed. Mr. Potter-Would your Lordships fix a

time now? The Chief Justice-It is difficult to fix a time now or account of other engagements in the Court, but it must be found within a month. Mr. Slade-This is only an affort to try to get out of it. They could have made this application six months ago if they had chosen.

The Chief Justice-If the man has gone to Singapore he has had a week, and he will custom of using tong names exists, and equally glided past us, on to the present end of get another month.

Mr. Slade-I cannot tell if that will be circumstances.

hearing for a month. That will give him per- those whom we invite to trade here, so long as to be guide, philosopher and friend. A bamboo ordinary. But when we learn that it was placed heps another week.

Mr. Slade - Within that time we shall have some information, and I will probably know what the condition of affairs is. THE CAPTAIN-ALLANA APPEALS,

The case was again mentioned in which D. R. Captain and S. M. E. Allana appealed from a decision of Mr. E. R. Hallifax, First Police days' imprisonment for assault.

represented Captain, and the respondent has retained Mr. C. G. Alabaster, who is instructed Looker & Deacon).

not going to take Allana's case that day.

mentioned to-day. What happened? Mr. Slade - There was a sort of triangular scrap, and the two appellants were convicted of

assault, and sentenced to imprisonment.

The Chief Justice-What happened in Court Mr. Alabaster-Each of the appellants filed a separate notice of motion. The first-one. Captain, had his case mentioned and adjourned, while Allona's case is mentioned for the first time now. I understand Mr. Slade is asking

that it be adjourned. The Chief Justice-I suppose they will both

be taken together. Mr. Potter-I don't know. I think the cases are somewhat different.

The Paisne Judge-The same evidence was taken in both cases?

Mr. Slade - Yes. The Chief Justice-We'll take them on the same day, and consider the question of taking them together later. The hearing will be fixed for Thursday or Friday next if the Assizes

finish earlier than expected. IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ALLEGED ILLEGAL PIRM.

His Lordship delivered his decision in the action brought by the Tung Sang Wing firm against Chow Chun Kit to recover the sum of \$13,034.17 for monies had and received by the defendant and for the use of the plaintiffs, and converted by the defendant to his own use.

Mr. Potter, instructed by Mr. P. Sydendam Dixon (of Mr. R. A. Harding's office), appeared for the plaintiffs, and defendant was represented by Mr. C. G. Alabaster, instructed by Mr. P. W. Goldring (of Mes.rs. Goldring, Barlow & Morrell).

His Lordship, in the course of his judgment. said this case had given him a great deal of trouble. He could not say he was altogether satisfied with the judgment, but he thought the conclusion at which he had arrived was a

conclusion which would be consistent with justice. The defendant in the case was a partner in the plaintiff firm, and he received certain monies belonging to the firm and misappropriated them. The story of the misappropriation was told by him in rather cynical language in his

examination in bankruptcy. He seemed to have

received money due from debtors of the firm,

and then a friend suggested a convenient op-

portunity to gamble in rice, which he promptly

did, and lost the money. The firm was suing

him, and he was endeavouring by every means,

ingenious and otherwise, to evade judgmen

being given against him to recover the money.

Among other things, he said he was entitled to

take advantage of a certain point of law. This

was quite different from saying the law was on

his side, and that he was entitled to defend th

action on the legal ments of the case. He should

not be surprised therefore, if the Court gave

him no sympathy and granted him no

favour, nor if the Court allowed the plaintiffs

every advantage to bring themselves within the

law and thus enable them to recover collectively

or individually the money which undoubtedly

belonged to them. The defendant said the

plaintiff firm was illegal, and therefore could not

sue. On the face of this his Lordship should

have thought this action was impossible on

either of two grounds: either the defendant was

estopped in raising it by his conduct, or he was

particeps criminis. What the defendant asked

the Court to do was to refer to the partnership

books and unravel the whole question. The

point which his Lordship had to decide was

whother the defendant could, being a member

of the partnership, refer to the partnership

books. There was more than a scintilla of

authority in favour of the rule that a man who

not raise the question in this way. As he said,

he was not going to favour the defendant

in the least, but he would put him

on the horns of a dilemma. Either the

defendant would accept this judgment, or his

Lordship would allow the plaintiffs to amend by

substituting all the members of the partnership

He would give judgment for the plaintiffs on the

ground that the defendant could not, to screen

his own fraud, raise the question that this was

an illegal partnership. Having said this, his

regard to a most important question which

there may or must be registration under the

proof, or will allow a party to the action to

raise the question and either destroy the prima

partners had used four tong names to represent

separate business, but all was entirely his own

plaintiffs, the costs incurred by the amendment

JAPANESE ADVERTISEMENTS

tising, and they apply to the art all the postry

that their Oriental imagination is capable of.

They have recourse to the most varied and im-

provised methods, and their combinations are

sometimes as picturesque as they are original,

judging from a Paris contemporary, which cites.

some examples. A Japanese merchant informs

his enstomers that his goods are sent off with

the rapidity of a shot. A stationer calls his

knowledge of natural history to his aid thus,

"Our wonderful paper is as durable as the hide

of an elephant." A Tokyo grees borrows from

psychology, and it mordant language announces

that " Our vinegar of extra quality is sharper

than the bitterness of the most diabolical of

although the joke is obsolete with us, impresses

mothers-in-law." No doubt this last example,

the people of the and of the chrysanthemum.

The Japanese have an original way of adver-

property."

to be set off.

was a member of this illegal partnership could

By most people in Hongkong a railway ride would be regarded as a novelty. It is several years since they travelled by rail before and the experience has become little more than a memory. Besides, in the old days of home life it was second nature. It was no novelty. But now, they are eagerly anticipating the joy, the novelty, and the revolution of scenic beauties hitherto unknown to them which is to distinguish their first trip on the Kowloon-Canton Railway. The joys of satisfipation have been indulged in for quite a long time now, five or six years at least, and, speaking for myself, can confidently affirm that the joys of realisa-

A RUN ON THE RAILWAY.

tion are likely to be immeasurably greater. Last week I made the trip. Accompanied by a friend, I took the humble ricaha to Yaumati where we climbed the railway embankment and stood on the line that looks so commonplace but yet has a romance all its own. Two or three big heavy trucks stood just over the bridge. They were not in use at the moment, except as shelters from the sun for commolent coolies. Two with one eye open were propped up against the wheels and seemed to resent our presence, A third was comfortably asleep with his head on the metals, a few inches removed from a wheel! Can you imagine it? Such an incident could only be witnessed in China. It would be impossible in any other part of the world. To reproduce such a picture was a natural wish in the circumstances, and I got my camera in order and was about to snap when one of the sleeper's colleagues, with a sense of comradeship or a wish to irritate the photographer, kicked the prostrate man and roused him to a knowledge of his danger of being photo, raphed. The scare of the sleeper was nothing to the ire of the foreigner, who used language which the fleeing search of Yaumati Station. Soon the little between here and Taipo. They have to be seen structure, peoping from the midst of rock to be appreciated. Suffice it to say that when and hill, caught our eyes, and there we rested, | we reached the capital of the New Territory, as waiting the arrival of our " special."

Workmen were still in possession, but the attendent Indians produced chairs for the sahibs, Lordship wanted to go a step further with and as we sat on these we talked of the mighty had been raised in the case. "In this accomplishment which was revealed to us. Here was a hill of no mean hei; ht, which had been case." he said, "the question of tongs has arisen in somewhat peculiar circumstances. not merely bisected, but halved. It had lost its This question has often troubled the Court, other half, and as we gazed at its contour we and I am of opinion that the time has arrived realised what skil and labour had been exerwhen we ought to make some attempt to cised to remove even half a mountain. Soon the apply English law to the Chinese custom. It familiar wounds of a locomotive assailed our ears, is hopeless to shut our eyes to the fact that the and in a few seconds the train appeared. It hopeless, it seems to me, to try to persuado the the rails at the bridge, and disembarked Chinese to abandon it. They think it has cortain its passengers. Then it returned to the discourse gave an added interest to the locality, sufficient, is I don't know the particular advantages, but it is the duty of the Court to platform, where we were greeted by Mr. and when we resumed our journey to the apply the legal principles of the law which we M. H. Logan, the engineer in charge of the frontier it was with rose-coloured impressions of The Chief Justice—We won't fix the case for have imposed on the Colony to the customs of section from Yanmati to the frontier, who proved Taipo. We approach a tunnel. It seems quite mental principles of our law. I have stready in- sixed truck, and a word was given to the Indian | the outlook of the deity of the adjacent village, timated in a previous case that, however inconvent- attendant, who waved a green flag, and away we to enable him in fact to look through the tunnel ent this tong custom may be it is not so antago went on our first railway tour for years. to the hills beyond, we feel that the story of the very familiar the Chinese use a tong name to the four for the main line, looked particularly Magistrate sentencing each of them to fourteen designate the ownership of some particular powerful. Its weight, we were told, was eightyfund, and that in using it they intend nine tons, and the object of utilising this tank Mr. M. W. Slade, instructed by Mr. F. Paget | so far as the law permits them, to use engine, as it is termed, is to enable trains to be Allana, Mr. Eldon Potter, instructed by Mr. M. | they can do this must depend on the water and to render unnecessary the assistance must accept that fact. We have heard, also, gradients, some of which are as steep as one in

> for the purpose of determining whether to look beyond it. A feeling of anticipation, perhaps even ex- up the embankment, a junk lies underneath, the Act. But the prima facie may be rebutted. I citement, asserts itself as we realise we are ferry boat goes backward and forward, cattle have no jurisdiction over the Registrar of about to enter the Beacon Hill tunnel. Its are driven across. Bustle and animation every-Companies, and cannot direct him what he story has charmed us all. We are proud that where, and so it should be, for here two Empires should do, but I may indicate what I think he such an engineering feat should have been may do, and, the case arising, I think he would achieved in our territory and in our vicinity, be justified in requiring evidence as to the and we feel a thrill as we realise that we are meaning of the tong names used; and he would about to penetrate the huge mountain which then direct whether the fund was really by law rears its head so nobly in the midst of clouds, we get about our special, which steadily and capable of being treated as a separate creditor Most of us have been through tunnels which smoothly steams lack to Yaumati, where ended or person. But when the question arises were perhaps longer than this, but low of these in Court, then the Court will not go beyond a have possessed quite the same interest for as as prima facie, and may require some kind of this one with its length of 7,250 feet. The train slowly enters the tunnel. Immediately perseverance and skill to surmount its manifold we are engulfed in the immediate gloom, but difficulties. We saw how men had successfully facie himself or call on the other party to we have barely time to realise it when shead of disputed with the sea, had effectively challenged the mountains, and had triumphed over the substantiate the presumption. In this case us we see the glimmer of electric balbs and are there were on the face of it 33 members, but they comforted thereby. The dripping of the water adamantine rocks, and it made as wish to pay were whittled down to, I think, 27. One of the des not seem quite so depressing. In fact it our humble tribute to them. seems to add to the sense of coolness, and we realise with pleasure that a cool breeze is playing on our faces. But what is that ray of light Judgment with costs was then entered for away in the distance which illumines the passage and reveals the glistening metals? It seems to be moving, just like a searchlight. We ply our guide with questions. "Oh," comes the cheery response, "that is a mirror at the mouth of the tunnel placed there so as to reflect into the tunnel the rays of the sun. We can see the rails for half a mile by that means. That is one of Mr. Lindsey's ideas." Of course we murmur semething about the ingenuity of the device and realise that we are only beginning to discover a series of wonderful things. At last we emerge. We satisfy ourselves that the huge mirror is there, and then allow our eyes to wander round. Here, as at the south face, there is a little township, but as our ontlook is away from the tunnel we do not regard

it as a serious blot on the landscape. A

submerged, others showing levely tints of green -picturesque villages, quaint temples nestling amid frees, and come to the bridge which spans the Shing-man river. The river banks, clothed with trees, are fairly wide, and the water sparkles as it passes over a public bed and assumes a darker hue where it deepens. The prospect certainly pleases, and the industrious natives, either toiling on the land or fishing in the river, seem contented with their lot. They merely glance at the train and its passengers who have dismounted to take permanent impressions of the scene. We get aboard again, and a little stenming brings the train alongside Shatin Station. Its appearance is delightful. sea comes right up to within a few yards, and it is comferting to reflect that its shallow waters are not likely to be ever dangerous here. The tree clad mountains opposite, the distant islands, the channels which suggest themselves, delight the eyo and recall pictures of Italian lake scenery. Even the fishing boats, differing from their fellows in Hongkong or other parts of the coast, aid the imagination in this direction. Leaving the station we travel slongside the highway for some distance, and those who have been in that locality before are conscious of the change which the railway has brought. We are skirting the coast, and in answer to our queries Mr. Logan informs us that the railway runs along the shore for population of the State. almost eight miles. Those who have any know ledge of the beauty of the New Territory can conjurs in their mind's eye something of the series of lovely views of coast scenery which that represents. The camera is kept busy from now onwards. One time its duty is to give some impression of an immense rock outling, another occasion it may be utilised with the object of showing the fine effect of a tunnel mouth showing in a little hill with the sea in the background, or again it may be to reproduce Chinese could sppreciate if they did not altogeth- in degree the levely waterfall which has the er understand. I recken that kick lost me added interest of having been diverted for railtwenty dellars. However, we regained our way exigences. It would take too long to composure and proceeded along the track in describe the many points of interest or beauty

it has been called, we agreed that a more levely

site could not have been chosen. The residence

of the district officer on the island which has

now been joined to the mainland seems ideal in

every respect. It is beautiful, it is cool, and it

various offices strongly built and charmingly But Taipo has other than scenis joys for us. It brings us into the presence of Mr. S. B. C. Ross, the district officer, who invited the party to partake of his hospitality, the while we plied him with questions about the countryside and the people. His instructive those customs are not antagonistic to the funda- ladder enabled us to climb into the metamorpho- in that position in order not to interfere with nistic to the law that the Court can disregard it. As we passed the station we noted the cattle railway will never be fully known. We have I start then with this fact, that the Court knows pen erected, the first suggestion to us that cattle left the sea coast and are gliding through a of protest against the Encyclical. Some peace would only prove to be a truce leading to that for certain purposes with which we are not would be carried on this line. Our engine, one of plain which leads to the base of the mountain academic speeches on the Reformation were a second and more terrible struggle for the range which forms part of the boundary between the two Empires. Peacoful villagos, surrounded by trees on which the ruddy lichees could be seen, and innumerable paddy fields are passed in Hett (of Messrs, Brutton & Hett) represented or charge that particular fund only. Whether run through to Lofu without stopping to take succession. There is nothing very striking in the Reader Harris (of Messrs. Wilkinson & Grist), circumstances of each case. But I think we of banking or auxiliary engines for taking the mountains is restful. We halt at Fanling that tong names are sometimes used by the 100. A short run brings us to the approach to and after a short stoppage, proceed on our by Mr. W.E. L. Shenton (of Messrs. Deacon, same man, and that each is only an alias for the Bencon Hill tunnel. A township has course to Lo Fn, which is another of the himself. Now, we have to apply this process sprung up here composed of works ops and same. A short run brings us to the Sam-Mr. Slade said he understood the Court was to the requirements of the Companies Act. If and bungalows, but it is not by any means a chuu river, the bridge over which is being tong names are used for associations I think thing of beauty. The traveller can't take in built by the British section of the railway. The Chief Justice-It was fixed to be that the prima facie must be taken to be that the prospect of hill and dale here. This blot Here the line ends. Scores of men and women they have different funds and different persons holds his eye, as it were, and it seems impossible are hammering at the iron work, soores are engaged on the track itself, while scores are building meet. The market town of Sanchun can be seen a little way off, but we have no desire to cross the border. Day is drawing to a close, and we wish to return to the joys of a bath. So our first railway ride for several years. It enabled as to better appreciate the great undertaking now nearing completion, and the energy,

"DAGMAR" IN DANGER.

N.D.L. STEAMER RUN ON THE BEACH NEAR BANGROE.

Messrs., Behn, Meyer & Co., Ltd., the Singspore agents for the Norddeutscher Lloyd line of steamers, last week received a wire from Bangkok giving very sparse tidings of a mishap that has befallen the Dagmar. The telegram conveyed the bare fact that the Dagmar had been basched at Kohprah -a quarautine station about a hundred miles from Bangkok.

Whether the ressel has sprung aleak, struck a rock or been otherwise disabled, could not be deduced from the brief message. Messrs, Behn, Meyer & Co., however, despatched the steamer Natura to Kohprah to relieve the Dagmar of her cargo and to help her in any way possible. The Dagmar (1,457 tone) which was built at Middlesbro in 1896 and was sequired by the Nordentscher Lloyd from Norwegian owners some years ago, is one of the smallest boats in that fleet, and is commanded by Captain beautiful countryside has been opened to view. Hovers. She left Singapore on June 28 with a transhipment cargo but no passengers We run slowly through the fertile Shatin and ought, but for this untoward happening valley, passing terraced rice fields some to have been at her destination ere now

GERMANY AND THE VATICAN.

EXCHANGE OF NOTES.

The North-German Gazette published on June 14 the Prussian Note to the Vatican concerning the recent Encyclical and the reply of the Curis. In a Note presented on June 8 by the Prussian Minister to the Vatican it was pointed out that the criticism of the Reformation contained in the Encyclical was not confined to controversy about dogma and ecclesiastical government, but extended to the sphere of morals. It was inevitable that this criticism should cause deep excitement in all evangelical circles in Prussia, which felt themselves wounded in the religious, moral, and national sentiments which are inseparably connected with the history of the Reformation. The Prussian Government considered itself bound to enter a protest against the Papal presouncements. "which had been addressed to the Episcopacy in Prussic, as well as elsewhere." It

was added :-The responsibility for disturbances of the peace between the creeds, which result from the circular letter, rests with the quarter slone by which it was promulgated. The Prussian Government, which, in the interests of good relations between Church and State, has a diplomatio representative accredited to the Apostolic Chair, believes itself to be in a position to give expression to this view through its representative with the more justification, inasmuch as, true to its constitutional duties, it strives in all seriousness and by every means to further the maintenance and the consolidation of peace between the Protestant and Roman Catholic

In presenting this Note the Prussian Minister, in accordance with instructions referred to by Horr von Bethmann Hollweg in his speech in the Diet recently expressed the expectation that the Curia would find " ways and means calculated to avertas far as possible the injurious effects of the publication of the Encyclical." In particular, he said it must be expected that " in German dioceses (in den deutschen Diöcesen) the Encyclical would neither be read from the pulpit nor published in Episcopal gazettes."

On June 11th the Minister was officially informed that the Pope had already instructed the German Lishons to abstain from such publications of the Evoyclical. Yesterday the Curia presented to the Prussian Minister a Note signed by the Cardinal Secretary of State, which runs:-

The Holy Chair believes that the cause of this agitation is to be attributed to the fact that the purpose of the Encyclical has not been rightly recognized, and that in consequence some of the passages contained in it have been interpreted in a sense quite foreign to the intentions of the Holy Father. The undersigned Cardinal is therefore anxious to declars that his Holiness has received with real sorrow the news of such excitment of opinion since—as has already been publicly and formally declared-any intention is stable. On the hill overlooking it are the to slight the non-Catholics of Germany or its Princes never entered into his mind (seiner Secle gons und gar fern lag.)

Nor has the Holy Father ever missed an opportunity to make known his genuinerespect and sympathy for the German nation and its | dicting another war between Russia and Japan Princes. He has on a recent occasion had the pleasure of repeating these his sentiments.

The Foreign Office evidently entertains the hope that public opinion will approve of its proceedings and their result. The North. German Gazette offers no comment, but almost every other evening paper was inspired to say that the Notes which would appear in the semi-official organ would be found satisfactory. As a matter of fact, it is open to doubt whether the authorities themselves now have the they now regret the vigour with which they

concerning non-Prussian States. It will be after a period of self-restrint is vigorously. published the other day a elegram from Rome to the effect that representations against the Minister to the Vatioan. The Bavarian Press is naturally very angry at such a suggestion.

Meanwhile, the King of Saxony, who has announced his intention of sending an autograph the Radical and anti-Clerical Press. Telegrams from Dresden say that he has received countless congratulations from all parts of Germany, inwhen he went for a drive this morning.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 13th at 11.55 a.m.—The barometer

has risen elightly at all stations, except in Vladivostok. Pressure is low over the Pacific to the S.E.

of the Loochees, and also over .Ton king. Sen in the South, and over the Pacific to the sdort such an attitude. The time for making N.E. of Japan in the North. Moderate variable winds may be expected

the Formesa Channel and mcderate S.W. and winds along the - cosst of Chine. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows :---Hongkong & Neighbourhood moderate : fair.

Variable winds, Formosa Channel ... mod rate. South coast of China between Bame as No. 1 Hongkong and Lamecks. S. winds, mo-South coast of China between Hongkong and Hainan ...) derate.

HOW TO BE BEAUTIFUL - Keep your Complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Pondre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime, A. S. WATSON & Co., LTD. Sole Agents.

Heads Covered with Thick Scurf-Cried with the Itching-Hospital's Treatment Gave Frightful Pain but Did No Good -3 Years of Torment.

OWE SCALP AND HAIR HEALTH TO CUTICURA

"Well over four years ago my two little girls were taken with a dreadful scalp trouble that the doctors called ringworm. They attended the Hospital as outpatients for a year. I had to apply their ointment with a

brush, giving the children frightful pain. I also had weeks, but they got no better under the frestment. They used to cry with the tomenting itching, and their heads were covered with a thick sour and dandruff.

"About a year ago I determined to try the Cuticum Remedies. I used plenty of Cuticura Soop and applied the Cuticura Ointment, I used only about three cakes of Cutioura Soap and three boxes of Cuticura Ointment and they were cured. Their halr is growing long and nice again. They had become so li after their three years of suffering that I had to send one away to a convalescents' home as soon as she was cured, but now she is home, well and strong. My younger girl was away from school nine months with the disease. am very grateful to Cuticura and for their children's sake I hope other mothers will try it. The Cuticura Seep I will always use for it makes the hair Bolovely. Mrs. Nora Emmott, 38, Lena. Gardens, Brook Green, W., London, Nov. 25, 1909.

Cuticura is the most economical treatment for the skin, scalp, hair and hands. of infants, children and adults. 'A tablet of Cuticura Soap and a box of Cuticura Ointment are often sufficient to effect a speedy and permanent cure. fold throughout the world. Depots: London, 27 Chaterhouse Sq.; Paris, 10, Rue de la Chausses d'Antin: Australia, R. Towns & Co., Sydney; India, B. K. Paul, Calcutta; Japan, Maruya, Ltd., Tokio; So, Africa, Lennon, Ltd., Cape Town, etc.; U. S. A., Potter Drug & Chem. Corp., Sale Props., Boston. 19 Post-Free, 32-page Cutteum Book, a complete Guide to the Care and Treatment of Skin and Scalp.

RUSSIA AND JAPAN.

Only a few months ago strange rumours prewere freely circulated on the Continent. How accurate and well founded those reports were is shown by the news that the two Powers, which were declared to be on the point of renewing hostilities, have concluded an agreement in regard to Manchurian affairs. The terms of the new Convention have not yet been made public so it is not known whether it relates merely to the railways in Manchuria, or whether It amounts to a general understanding with respect to Far Eastern questions. But the agitation in hand. It is even possible that news of a good understanding between Russia and Japan will be warmly welcomed in England, hastened into the fear, and, as explained in though it may cause some mortification to those my despatch of June 1, gave a semi-official who have been looking to see another outbreak blessing to a campaign which has grown pret- of war in the Far East. Ever since the Treaty ty steadily ever since. Especially in the last of Portsmouth put an end to the carnage in few days there have been innumerable meetings | Manchuria, there have been predictions that the of the Prussian Diet. Apart from the harm | phets of evil, the statesmen of the two Powers which may have been done to the cause of reli- have seen fit to pursue very different lines of gious peace it is doubtful whether on second policy from those attributed to them. Both thoughts the Government can consider the have recognised that their countries stand in agitation to be politically profitable. The Con- need of a long period of rest and recuperation. servatives are not being frightened away from | and so, instead of preparing for the prosecution their alliance with the Centre, and the Govern- of another exhausting struggle, they have sought ment's method of dealing with the Vationa is to settle all outstanding difficulties by friendly bringing upon them fresh charges of weakness. negotiation and to promote goodwill between One result of a protest meeting held here on their respective nations. It will be remembered Sunday is that the Cologne Gazette has to deny | that m far back as 1907 Hussia and Japan conthat Herr von Bethmann Hollweg is proving cluded a general agreement in which they feebler than Prince Lohenlohe and Prince pledged themselves to respect each other's territorial integrity, as well as all rithts secured by The agitation has also raised curious questions | one or the other through agreement or treaty with China At the same time special conventions seen that the Prussian Minister asked that the were drawn up to settle terms of commercial Encyclical should not be published "in German | intercourse and to arrange for the sharing of the dloceses." Netwithstanding the favourable re- fisheries along the shores of Russia's Far ply of the Curia, it is stated that the Encyclical | Eastern possessions. The railways held by has already been published in one Bavarian | the two Powers in Manchurin have been linked diocese, and the Bayarian Roman Catholic Press, up for some time, and the new Treaty no doubt is designed to provide for closer co-operation defending the Vatican. The Cologne Guzette in the development and working of the lines. When the late Prince Ito was assessinated, he was on his way to open negotiations with the Russian Encyclical were to be made by the Bavarian representatives at Harbin. Recent events have helped to bring Russia and Japan more closely together. Each Power has seen a threat to its interests in the proposals put forward for the transfer of the Manchurian railways letter on the subject to the Pope, is the hero of to international control, and in the schemes for the construction of new lines in Western Manchurla and in Mongolia. Both object to surrendering railways for the s ke of which they cluding an enthusiastic message from the Uni- | have made great efforts and sacrifices, and on the versity of Leipzig, and that he was loudly cheered | development of which they have spent large sums of money, and both are stron ly opposed to the construction of rival systems which would have the effect of diminishing the profits and advantages derived from their own lines. In this respect the two Powers are united by a bond of common interest, and are naturally drawing together to maintain their rights against any possible attack. Other nations may feel aggriev. ed at the stand taken by Russia and Japan. and may question their right to divide between themselves the benefits of railway enterprise in It is highest over the S. part of the China | Manchuria. But it is rather late in the day to a stand for absolute equality of opportunity for all countries was when Russia first began to extend her control over Manchuria. Those Powers which did nothing from 1897 to 1903 to arrest Russia's forward policy cannot well now dispute the rights and interests which she then acquired. Still less can they with any grace attack the nation which undertook singlehanded to stem the tide of Eussian aggression, because it desires to profit by the concessions secured as the result of a struggle in which it hazarded its very security and made an immense sacrifice of blood and treasure. It is not suggested that Russia and Japan should be permitted to have a monopoly of advantages in Manchuria. As a matter of fact outside the railway zones all countries stand on an equal footing in respect of trade. Russia and Japan have pledged themselves to respect the principle of "the open door," and it is perfectly possible to hold them to their engagements without

trying to undermine the special interests which

they have acquired and are resolved to maintain.

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"CARMARTHENSHIRE," having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 19th inst., at 6 P.M.,

will be subject to rent. No Fire Insurance will be effected by us in

any case whatever. All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 19th inst. No Claims will be admitted after goods have left the godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., LTD., Agents. Hongkong, 13th July, 1910. NORDDEUTCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE. __ NOTICE TO CONSIGNEES.

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No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th July will be subject to rent. All broken, chafed, and damaged goods are to

be left in the Godowns, where they will be examined on the 19th July at 9.30 A.M. All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. NORDDEUTCHER LLOYD,

MELCHERS & Co., General Agents. Hongkong, 12th July, 1910. EAST ASIATIO COMPANY, LTD.

COPENHAGEN.

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No claims will be admitted after the Goods have left the Godowns, and all goods remaining: undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 9.30 A.M. All claims must reach us before the 24th inst., or they will not be recognized. No Fire Insurance will be effected.

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N INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrents may que obtained on application at the Company's 8181

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. THE WEST POINT BUILDING

COMPANY, LTD. INTERIM DIVIDEND A DOLLARS 1.80 per Share for Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company

will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, both days inclusive during which period no Transfer of Shares can By Order of the Board of Directors, A. SHELTON HOOPER,

Secretary. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD. General Agenta for THE WEST POINT BUILDING, LTD. Hongkong, 12th July, 1910.

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING SHAREHOLDERS in the Company will held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive. By Order of the Board of Directors, JOHN ARNOLD,

Acting Secretary. Hongkong, 12th July, 1910.

CHINA LIGHT AND POWER CO., LTD

LOST.

FRTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR CECIL BELWYN MANNERS has been

Scrip No. 269-13313/13412-100 Shares. NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Orginal Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 24th June, 1910.

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The right is reserved of rejecting all or any tenders and of accepting any portion of a tender. EDGAR WATTS. Naval Store Officer.

H.M. Naval Yard, Hongkong, 4th July, 1910. LABUAN COAL.

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Hongkong, 9th March, 1910. INTERNATIONAL DANKING

CORPORATION. CAPITAL PAID UP Gold \$3,250,000, = shout Mer. \$7,222,222 Gold \$5,250,000 RESERVE FUND = about Mer. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

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No. 9, Queen's Road, Central, Hongkong. N. S. MARSHALL, Manager. Hongkong, 1st May, 1910.

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BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907: [19 BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

£1,200,000 PAID-UP CAPITAL RESERVE FUND £1,600,000 RESERVE LIABILITIES OF PROPRIE-

TOES..... £1,200,000 INTEREST allowed on Chrient Account at the rate of 2 per cent. per annum on the Daily

WM. DICKSON, Hongkong, 27th April, 1910.

TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Teels 7,500,000

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Hongkong, 26th April, 1910 TOKOHAMA SPECIE BANK

LIMITED. CAPITAL PAID-UP Yen 24,000,000 RESERVE FUND ,, 16,250,000

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Hongkong, 14th March, 1901. TONGKONG AND SHANGHAI

BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS:-STEBLING £1,500,000 at 2/-=\$15,000,000

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Chief Manager. Hongkong, 7th May, 1910

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EVAN OPMISTON.

HEAD OFFICE-YOROHAMA.

Port Artlar Antung Lioyang Chiang Chun Tieling Mukden

TAKEO TAKAMICHL Manager.

S11, YEB \$15,500,000

C. R. Lenamann, Esq. H. A. Siebs, Esq. S. A. Levy, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER

BANK, LIMITED. HONGKONG-INTEREST ALLOWED.

J. R. M. SMITH.

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NOTICES TO CONSIGNEES

DE MANOR ME

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"CAPRI," having arrived from the above Ports, Consigness of Car. o by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON, on the 18th inst, or they will not be recognised. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 15th just, will be subject All broken, chafed, and damaged goods are to be left in the Godowns, where they will

examined on the 15th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & Co.,

Hongkong, 8th July, 1910.

FROM EUROPE.

HE H.A.L. Steamship

"SCANDIA,"

Captain von Doehren, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardons and/or extra-hazardons Godowns of the Hongkong and Kowloon Wharf Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless

notice to the contrary be given before To-pay. All Claims must be presented within ter days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 11th July, 1910.

TRAMWAYS LIMITED.

TIME TABLE. WEEK DAYS.

7.00 a.m. 7.30 a.fn. to 10.00 a.m... Every 10 minutes. 10.00 s.m. to 11.00 s.m.... Every 15 minutes. 11.30 a.m. to 12.45 p.m.... Every 15 minutes. 12 45 p.m. to 1.15 p.m. .. Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes, 1.45 p.m. to 2.15 p.m... Every 10 minutes. 2.15 p.m. to 3.00 p.m.... Every 15 minutes. 3.30 p.m. to 5.00 p.m... Every 15 minutes, 5.00 p.m. to 8.00 p.m.... Every 10 minutes,

8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every 1 hour. SATUEDAYS.

NIGHT CARS.

Extra Cars at 5,15 p.m. 11.30 p.m. and 11.45 p.m. BUNDATS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 s.m. to 9.30 s.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 s.m. to 11.00 a.m.	Every 10 minutes.
11.45 a.m. to 12.00 Noon	
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Fvery 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes,
NIGHT CARS at 8.45	p.m. & 9.00 p.m., 9.45
	1.101

11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Voeux Road Central.

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THE WORLD MISSIONARY CON-PERDINCE.

EDUCATION IN CHRISTIANITY.

That the interest of this Conference not only survives, but increases, under the test of an educational debate says much for the quality of the speakers and the speecies, so wrote the Times correspondent on June 17th. This quality has indeed been high, nearly all the speakers having large supplies of experience to draw on and feeling compelled by the seven-minute limit to arrange their thoughts and to impress upon us only those which have been impressed on themselves as most important.

The Bishop of Birmingham presented the report of the third Commission (on Education).

of which he is chairman. He said :-The work of Christian educators was of iucomparable value and had yielded real and rich fruits throughout the world. The summan overwhelmed by his inability to bridge the vast gulf between easterns and westerns, would admit whatever his religious belief, that if any men succeeded in creating the desired bond of sympathy they were the Christian educators. A universal religion meant a common message such as was embodied in the Apostles Creed and considered it altogether alien. It was shocking (the Bishop continued) that native preachers and teachers were so largely trained by the mid of exactly the same symbols found useful in America or England. Documents like the Thirty-nine Articles and the Westminster Confession were full of controversy, and partial, and did not belong to the universal substance of Christianity. (Cheers.) It must be asked whether men belonging to the country had on every opportunity been put in posts of responsibility. Risks must be run, but progress must be made, The native literature should be carefully scanned to find preparation for the Gospel and to obtain guidance as to the aspect of religion which would take hold of the people's minds. National movements, with which every one there was most sympathetic, were rising like a tide. How swift would be the vengeance if Christianity | Eastern Asia. were allowed to present itself to the native imagination as an alien religion. The training of native leaders and teachers was of transcendent importance for the building up of the native Church. Christian education was suffering through imperfectly staffed schools and colleges which must be better equipped; even if their number had to be reduced. There were so few really first rate educators that routine swallow-Extensively used by the British Government | ed up their energy, and they had no time for at Home and Abroad, by H.M. War Department | their proper significal work, the means defeating at Hongkong, the Imperial Maritime Customs | the end. There must be a vast increase of soordination and co-operation in college work between denominations which could give denominational teaching in their own hostels. Missionary opinion on such matters had been insufficiently considered by home boards. More trained educationists must be sent out, including

> The Bev. W. Gondie (Wesleyan), formerly in India, said there was for too much expectation of the elements with which Hindulan could enrich Indian Christianity. These elements, scattered in ancient literature, were almost unknown among Hindus to-day. But Indian Christianity could be enriched by passing through subtle Indian minds and being embodied in their lives.

women. Christianity could never become indi-

genous except through women's influence.

Sir Andrew Fraser said Hindus, Mahomedaus, and Christians all wanted religious education. and every attempt to abandon the policy of education by private effort with Government aid should be strenuously resisted.

Principal Haythornthwaite (Church Missionary Society), St. John's College, Agra, said the seditions campaign in India should be firmly put down, but missionaries sympathized with the constitutional or progressive movement. Educated Indians increasingly felt that Nationalism could only be realized on the basis of Christianity, which breathed the spirit of liberty and progress. The missionary colleges were the most popular institutions in India, and were all crowded.

The Rev. Stephen Thomas, of the Bartist Mission, Delhi, described their happy educational co-operation with the Cambridge Mission (S.P.G.). Frankness, not an apologetic attitude regarding Christianity, won the respect of the frankly religious Indian.

Principal King, of Indore College (Canadian Presbyterian), urged the need of vernacular teaching, especially in villages. A smattering of English put many young men out of touch with their own people.

Principal Ewing (American Presbyterian College, Allabatad) said one-third of the Indian students who had acquired the B.A. degree had passed through Christian colleges. wonder there were reform movements. The call

of the hour was for greater education efficiency. Principal Sharrock (S.P.G. College, Trichinopoly) emphasized the importance of bringing education to bear on the great Indian middl class, forming two-thirds of the population They were accessible both to Christianity and education. Christian colleges were being starved and the Government was bringing on secular education, which must lead to revolution and

anarchy. Dr. Andrew Watson (Presbyterian), who has been working for nearly 50 years in Egypt, said the American mission there had in 190 schools 17,000 papils, one-third being Mahomedans, who received distinctly Christian instruction.

The Rev. W. H. T. Gairdner (Egypt) emphasized chiefly the need of educational missions in Northern Nigeria, the Hausas being born evangelizers and travellers. He hoped a powerful representation would go to the British Government to cease hindering Christian educational

Dr. Hoskins, of the American Presbyterian Mission in Syria, quoted diplomatists and military men as declaring that educational work in the Turkish Empire had done more to solve the Eastern Question than all the ships that had sailed through the Straits of Gibraltir. Professor M. E. Sadler said he hoped that the

Conference would result in some permanent

organization to gather and make available missionary experience in education and so fertilize the educational thought of the world. He criticized the notion that Europe and America had a final educational message to give-a panacea useful in all climates. In Europe there was a great danger of hyperintellectuality leading to moral scepticism. We were in an educational orisis. We needed beside the purely intellectual, the spiritual ideal necessary for the balance of character and sanity of outlook on life. Professor Moore, of Harvard, vice chairman of the commission, commented on the miserable understanding of Christian schools in China. Praising the othical system of Confucianism and its religious influence, he pointed to the danger that the Chinese, in turning to " practical things," would lose the secret of the nation's

moral life. Western education there must be Christian from top to bostom. Principal Hawks Pott (American Episcopal

Church), of St. John's College, Shanghai, said China most urgently needed highly-educated Christian men who would lead in the Church

and professional life. Mr. R. J. Davidson, of the Friends' Mission at Chentn, said that four missionary societies had joined in founding a University there An expert educational superintendent to advise all the colleges was pressingly needed in China.

President Bergen (American Presbyterian) of the Arts College, Shantung University, said that federation and united effort were being successfully practised. There were no insuperable difficulties anywhere to a union broad enough to give free play to points on which all the Churches could not agree. We were educationally neglecting the higher classes in

Dr. Duncan Main (Church Missionary Society), of Hangchow Hospital, said China erently needed doctors, not of theology, but "sology in their lives. Given the buildings and man, Christian medical schools would support themselves.

ME. W. J. BEYAN ON MISSION CULLEGES. The Hon. W. J. Bryan, who was received with loud cheers, sail that in a trip round the world recorded in the Bible, but its real catholicity he had visited many mission stations. He had could only be realized as each people brought | been greatly impressed by the work of colleges forward some different aspect - Christianity | where board and tattion were given for about with indigenous colour and character. Were we ten pounds a year. Even where Governments giving such education as would train native were taking up elecation Christian colleges were Churches to stand each on its own basis? Dr. | greatly needed, because the individual and Miller, in his criticism of the Commis- national life must be founded on religion. By sion's report, said that the Church in India | sending out educators Christian nations showed was only Indian geographically, and Hindus that they were not afraid to expose their faith to the light of intelligence nor jealous of other nations which education would lift on to the high road of prosperity. Christian people believed there was one reliew peril on the earth

> them Godspeed in a rivalry for the uplifting of mankind. Dr. Buckley, president of the American Methodist Episcopal Missionary Society, protested against one Church plantin; itself where another was prospering. He also asserted that co-operation was impossible with a disbelleving in regeneration, atonement, and the probationary character of this life.

-the lust for gold (cheers), and a nation con-

tributing its gold to help other nations gave

Dr. Ibuka (Tokyo) said Japaneurgently needed a Christian University, which would marka new era in the hastory of the nation, possibly to all

EVENING MEETINGS. At the meeting in the Tolbooth Church, at which Lord Kinnsird presided, Mr. Bryan was the chief speaker, his subject bein ; "The Fruits

of the Tree. " He said :-The moral code of Christianity was so superior to Eastern philosophies as to prove conclusively its Author's Divine origin. He set forth as essential, being emphasized by Carist Himself, belief in God as Fathor, Christ as Saviour, and the Holy Spirit as comforter and inspirer; man's highest purpose, to seek first God's Kingdom and righteonaness; love, the law of life; forgiveness, the test of love; brotherhood, the Christian ideal; faith, the spiritual extension of man s vision, the moral sense reaching out to verities which the mind could not grasp; example, the means of propagating trust; service, the measure of greatness; doing to others as we would have them do to us, the golden rule of action; and immortality a reward and a restraint.

GERMAN DUTCH AND FRENCH MISSIONS. In the Assembly Hall the Hon. W. A Charlton (Toronto) presided.

Dr. Carl Mirbt, Professor of Church History in Marburg University, describing German enterprise in the mission field, said that while in England the name missonary was given to any one devoting himself even for a few years to mission work, in Garmany it was confited to those who adopted mission work as their life work and were trained for six years. The yearly sum given in Germany for missions had been quadrupled since 1875, largely owing to missonary conferences in various parts of the Empire. A good deal of ground had also been gained in the admission of mission subjects, of course scientifically treated, to the Universities. A German students' Association for Missions had sent out 50 missionaries since 1897, and 64 of its members. were now preparing for this profession. German mission work was ruled by the idea that they must do it thoroughly, and not be content with enthusiastic emotion. Germans thankfully acknowledged that the great religious mergy of the men urging, "the evangelization of the world in this generation" had remarkably quickened the interest for missions. They rejoiced in this enthusiasm, though they could

not join in it. The Rev. Dr. Ussing, of Copenhages, gave an account of the Dutch and Scandinavian contributions to missionary work. Holland, he reminded us, had had many zealous missionaries at work as far back as the 17th century, and the progress of modern missions was preatest where those old foundations had been laid. In the wave of 18th century rationalism, however, the Dutch East India Company turned against missions and forwarded the Mahomedan propaganda. To-day there were 35,000,000 Mshomedans in the Dutch colonies, but there was a movement among them towards Christianity, Modern Dutch missions had had very considerable results, in spite of the divisions caused by Liberalism half acentury ago, and public opinion had turned very much in favour of missions. Dr. A. Boegner, director of the Paris Evan-

gelical Mission, described the missionary enterprise of French Protestantism.



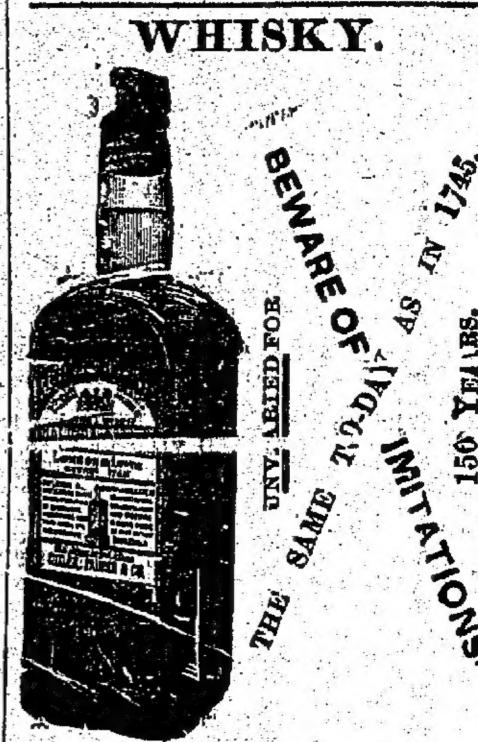
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CAMBBIAN KING, British str., 2,315, T. B True, 9th July-Cardiff 25th May, Patent Fuel-Admiralty. CHINEUA. British str., 1,359, A. S. Havris

-Butterfield & Saire. EMPRESS OF INDIA, British str., 3,032, Robinson, 7th July-Vancouver 15th June, Mails and General - C. P. R. Co. FAUSANCE, British str., 1,410, H. Malkin, 12th July Saigon 8th July, Rice Jardine,

Matheson & Co. HAIVANG, British str., 1,336, A. E. Hoffgins, 9th July-Forehow, Amey and Swetow 8th July, General-Douglas, Laprain & Hornow, British str., 978, Speed, 12th July-

Shaughai 7th July, General Butterfield & Sw re-Hun, French str., 732, Panier, 8th May-Haiphong 5th May General A. R. INABA MARU, Japanese str., 4,837. K. Kawara.

11th July-Seattle via Ports 7th July General-Nippon Yusen Kaisha. KAIFURU Maru, Japanese str., 1,903; S. Suda, 6th July-Moji 30th June, Coal-Mitsui Bussan Kaisha. KREMUN, British str., 5,866, R. J. Conradi, 9th

July-Kuchinutsu 5th July, General-Butterfield & Swire. NTUCK, British str., 4,616, A. G. R. Paddle, 12th July-Yokohama via Ports 25th June General Butterfield & Swire.

Konsichand, German str., 1,292, C. Rosiefsky 6th July - Bangkok 30th June, Rice and Wood-Butterfield & Swire. KOREA, American str., 5,651, S. Sandberg, 4th

July-San Francisco via ports 7th June, General-P. M. S. S. Co. Симоноw, British str., 1,449, J. D. Martin, 3rd July-Saigon 29th June. Rice and General-Man Fat.

WANGTAH: Chinese str., 1,536, J. Pratt, 10th. July-Shanghai 6th July, General-C. M. S. N. Co. MANDASAN MARU, Japanese str., 3,246, K. Shimidzu, 3rd July-Miike 27th June, Coal Rain ..

-Mitsui Bussan Kaisha

MANSHU MARU, Japanese atr., 3,254, H. Nishi, 6th July-Moji 28th June, Coal-Toyo Kisen Kaisha MATRILDE, German str, 831, Chr. Ullerup 11th July-Haiphong and Hoihow 10th.

July, General and Pigs-Jebsen & Co. AUSANG, British str., 1,514, G. S. Weigall, 10th July Sandakan 4th July, Timber-Jardine, Matheson & Co.

MERAPI, Dutch str., 1,597, E. Uldall, 12th July Samarang 4th July, Sugar-Kim Thermom. 9 a.m. 83 Therm. Maximum85 Tye Loong. IANSHAN; British str., 1,299, Chas. Hawn, 6th Thermom. 4 P.M. 85 July - Sigon 2nd July, General - Bradley

NORTHUMBRIA, British str., 2,756, Hadley, 9th July-Milko 3rd July, Coal-Mitsui Bassan Kaisha. HEUMPONH, British str., 1.056, J. H. Scott, Locke. 1st July-Saigon 26th June, Rico-Wo I

Fat Sing.

Tomes & Co.

AJAH, German etr., 1,275, Rober, 7th July-Bangkok 29th June, Rice-Butterfield & RUBI, British str., 1,619, A. Frasor, 4th July -Manile 1st July, General-Shewan,

SARIE BANDJEB, Chinese str. 667, J. Martin, 29th May-Singapore 22nd May, Wood and Iron-E. C. Wilds. July-Hamburg 27th May, General-

Hamburg-Amerika Linie. TIIMAHI, Dutch str., 2,720, Bomman, 11th July-Swatow 10th July, General-Java- CHILDREN OF FAR CATHAY VENELIA, British str., 2,333, H. E. Purdon.

11th July-Moji 3rd July, Coal-Miteni Bursan Kaisha. VICTORIA, Swedish str. 989. Thor. Eckert. 6th July-Saigon 2nd July, Rice and Ricemeal-Wallem & Co VOLUTE, British str., 2,599, H. Jackson, 26th

bulk-Asiatic Petroleum & Co. WAISHING, British str. 1,200, Holmwood, 6th historical interest showing the disposition of WONGKOL German str. 1,115, T. Hecken, 8th RENNIE. July-Bangkok 29th June, Rico and Meal

-Butterfield & Swire. -Saigon 5th July, Rice Butterfield &

YUENSANG, British str., 1,128, P. H. Rolfe, 12th July-Manils 9th July, General-Jardine, Matheson & Co. BAILING VESSEL.

ARROW, British barque, 2,971. McIvor, 20th May-Anjer 8th April, Kerosene Oil-Standard Oil Ce.

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HONGKONG TIDE TABLE.

From July 14th to 20 h, 1910.

Day of Weeks	Logica Control	Houghoug Rean Time.	Heigh;	Hongkong Mean Time.	Heleb
Lines	14	h. 10. 20 8 67	th n.	h. vn.	₹€. 3
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Wod.	20	9 4 m	8 9	m 0 54	8

HUNGKONG METHOROLOGICAL REGISTER.

Honokong Observatory, July 134k

TANKTORE CONSTANTINA TOTAL TANK					
	Provious Day	On Date at	on Date		
Serometer	29,70 85 74	29.73 86 74	29.64 88 74		
Vind Direction Force Vesiber	8 2	SW 2	BSW 2		
Date	C	C	C		

Highest open air Temperature on 12th 57 Lowest open air Temperature on 12th 81

MESSRS. FALCONER & CO.'S REGISTER.

July 18th. Barometer 9 A.M. 29.74 | Therm. (Werbuth) 9 A.N. 80 Baremeter Lr.M. 29.71 Therm. (Watbulb) Lr.M.80 Barometer 4 P.M. 29.68 Therm. (Wetbulb) 4 P.M.80 Thermom. 1 P.M. 84 Therm. Miniman over nirat...... - - - - - - - - - - - - 80

PASSENGERS.

ARREVED. Per Kwongsang, from Shanghai, &c., Mr W. Per Haiching, from Coast Ports, Mrs Arnold. Dr. Moorhead, Messrs Robinson, Roch and

Huijgin. Per Kleist, for Hongkong, from Bremen, Messrs Fr. Meerkaty and P. Hemingsen; from Southampton, Mesers C. C. Yen, H. L. Yu and W. Hrachan; from Genca, Mrs Gordon Dunsher, Mr and Mrs Bamert, Messrs K. Schertel, H. Arbinger, F. Schimualphung, K. Gottschalk, Kastin Mebner, L. Langelittig and Santigo Arteaga; from Naples, Mr Otto Witte; from SCANDIA, German str., 4,000, von Döhren, 11th | Singapore, Dr. Kaufmann, Messrs C. Leege, and P. Bidstrup.

A BOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic

Flowery Land," etc.). June - Singapore 19th June, Petroleum in /THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of July Hongay 4th July, Coal Jardine, the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A.

Its description of Chinese Social Customs and Superstitions, combined with the insight it Wunu, British str., 1,227, A. Tucker, 9th July | gives into political conditions in China, makes CHILDREN OF FAR CATHAY an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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TO DAY 9.30 P.M .- Hippodrome Circus and Menagerie, at Causaway Bay.

FORTHCOMING EVENTS. Tuesday, 9th August-Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS. CARMARTHENSHIRE, British str., 4,747, R. L. Daniels, 13th July-Singapore 8th July, General-Jardine, Matheson & Co. FURUI MARU, Japanese str., 4,089, Y. Murakani, 13th July-Moji 6th July, Coal-Mitsui

Bussan Kaisha. GLENFARG, British str., 3,250, W. L. Hartnell, 12th July-Mexico 11th June-Shewan Tomes & Co.

HAICHING, British str., 1,267, W. C. Passmore 13th July-Foochow, Amoy via Swaton 12th July, General-Douglas, Lapraik

HALIOTIS, Dutch str., 2,047, Zwart, 12th Jul -Singapore 5th July, Petroleum-Asiati Petroleum & Co.

HINBANG, British str., 1,536, Smith, 13th Jul -Java 5th July, Sugar-Jardine, Malhe son & Co. HOLSTEIN, German str., 1,113, D. Henk, 13t

July-Tourane and Hoihow 12th Jul Coal and General-Jebsen & Co. Ichano, British str., 1,228, K. E. Tuebber 13th July - Saigon 9th July, Rice-Bu torfield & Swire. KWANGLEE, Chinese str., 1,468, Lincoln, 13

July-Shanghai 9th July, General-C. M. S. N. Co. KWONGSANG, British str., 1,428, Richard, 13. July-Shanghai and Swatow 12th Jul General-Jardine, Matheson & Co.

LANDRAT SCHEIFF, German str., 1,112, Strave, 13th July-Bangkok 5th v Swatow 12th July, General-Siemssen TJILATJAP, Dutch str., 2,470, A. W. La Reco

12th July-Milke 5th July, General an Coal-Java-China Japan Liju. YUNNAN, British str., 1,206, Owen, 13th Ju -Tsingtan 7th July, General-Butterfie & Swire.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

13th July. Bujun Maru, Japanese str., for Swatow. Chinhua, British str., for Shanghai. Keemun, British str., for Manila. Kwanglee, Chinese str., for Canton. Kwongsang, British str., for Canton. Mathilde, German str., for Haiphong. Fheumpenh, British str., for Saigon. Room, Clerman str., for Europe, &c. Tilatjap, Dutch str., for Batavia.

DEPARTURES. 13th July. ANGHIN. German str., for Bungkok. CAPRI, Italian str., for Singapore. CHINKIANG, British str., for Swotow.

CHIPSHING, British str., for Tientsin. GREGORY APCAR, British str., for Shanghai HAKATA MARU, Japanese str., for Singapore HOIROW, British str., for Conton. JOHANNE, German str., for Holhow, KLEIST, German str., for Shanghai. Kumsang, British str., for Singapore. NINGCHOW, British str., for Kobe. SEATTLE MARU. Japanese str., for Keeling.

VESSELS ON THE BEET L

"GLEN" LINE OF STEAMERS.

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Hongkong, 14th July, 1910. "INDRA" LINE, LIMITED.

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HE Steamship "INDRADEO," Captain W. H. Lea, will be despatched as above on SATURDAY, the 23rd July. This Steamer has superior accommodation for a limited number of First Class Passengers.

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Hongkong, 7th July, 1910.

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To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commoncing from Green Island. Vessels anchoring nearest Kowleon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." tegether with the number denoting the section, SECTIONS.

4. From Naval Yard to East Point. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 1. From Green Island to the Harbour Master's.

DESTINATION.	vršeni's manks.	VLAG & BIG	BRRTE.	CAPTAIN.	POR FREIGHT APPLY TO	TO BE DESPATGHED
The second secon		Brit. str.	以小多数。	G. M. Montford, B.N.B.	P. & O. B. N. Co	To-day, at 3 P.M.
NDON & ANTWERP VIA SINGAPORE. &C	MALTA	Brit str.			SKRWAN, TOMES & CO	OU TONK THE
NTANT LIAMRITEGIC ANTIWERE	CITE CITOTITE	Brit. str		Haves	JARDINE, MATHESON & CO., LD	TO-MOLLOM.
NDON ROTTERDAM & ANLWELL	LUMBRAFRAM	" WAL FA CO A. J. A.		G. W. Gordon, R.N.R	P. & O. S. N. UO	OH WLE THEN, BE TIONED
NTON & TIA USUAL PORTS OF CALL	TANKET AND AND AND AND	The state of the s	k. w	Brehmer	HAMBURG-AMERICA LINIE	On 21rd inst
TTERDAM, HAMBURG & ANTWERP, &c		Gar. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 10th Aug.
TTERDAM, HAMBURG & ANTWERP. &c				. n	MELCHERS & CO	End of Aug.
PENHAGEN & ST. PETERSBURG	SIAM	Dan sta		கரும் பார்க்கிய இந்த நிறுக்கும் இது இரும். இது நார்க்கிய இந்த நிறுக்கும் இது இருக்கும் இது இருக்கும் இது இருக்கும் இது இருக்கும் இது இருக்கும் இது இருக்க	ALL MANUAL CONTRACTOR OF THE PARTY OF THE PA	End of July.
PENHAGEN	Avanya	Ger. str.			HAMBURG-AMERIKA LINIE	On 19th inst.
VRE, BREMEN & HAMBURG VIA STRAITS, &C	REASTITA	Ger str	k w	Filler	HAMBURG-AMERIKA LINIE	On 25th inst.
VRE & HAMBURG VIA STRAITS, &c	SCANDIA	Gor ser	k. w.	v. Dohren	HAMBURG-AMERIKA LINIM	On 1 h Aug.
VRE & HAMBURG VIA STRAITS, &c.	Aganta Mari	I Jan str		Wm. Thomson	-NIPPON YUSEN KAISHA	On 17th Aug., at D'ligh
REELLES, LONDON & ANTWERP VIA SINGAPORE, &	Towers	Fron str.		Charbonnel	MESSAGERIES MARITIMES	On 1)th inst., at 1 P.M.
RSEILLES, LONDON & ANTWERP VIA SINGAPORE, &	MIRWINA MARI	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst, at D'ligh
REPLIES, LONDON & ANTWERP VIA STREAM	MECELENHURG	Ger. str.	k. W.	Malchow	HAMBURG-AMERIKA LINIE	On 29th inst. On 3rd Aug., at D'ligh
RSEILLES & HAMBURG VIA STRAITS, &	KAGA MABU	Jap. str	100	M. Hagino	NIPPON YUSEN KAISHA	Off old Stake at 10 th
RSEILLES, LONDON & ANTWERF VIA SINGAPORE, &		A 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	200	H. Rehm	MELCHERS & Co	To-day, as to A.M.
APLES, GENOA, ALGIERS, GIBRALTAR, &C	PERSIA	The state of the state of	The second secon	P. Giurgevich	SANDER, WIELER & Co	On 27th thet., F.m.
IESTE. &c., V'A SINGAPORE. &c		the second of the second of the second		W. H. Lea	JARDINE, MATHESON & Co., LD	On 20th inst
W YORK, VIA SUEZ CANAL	GHAZEN		N. C.	egg care car and 140 40	DODWELL & Co., LTD	The Sold Head
W YORK	1 WRAY CASTLE	Am str		000 x 120 000 100 000 77	I SECTION AND TOWN TEN AND A COLUMN	TEDUCTO OTHER TRUCKS
STON & NEW YORK VIA POBTS & SUEZ CANA		Brit. str	1 m.	10 C 1 C C C C C C C C C C C C C C C C C	CANADIAN PACIFIC B. Co	On 16th Aug., at Noo
NCOUVER VIA EHANGHAI, JAPAN, &C.	MONTEAGER	Brit. str	2 m.		CANADIAN PACIFIC B. Co	On 10th instruct A Pa
NCOUVER VIA SHANGHAI, JAPAN, &C. CTORIA, B.C. & SEATTLE, VIA KEELUNG, &	INABA MARU	Jap. str		K. Kawara	NIPPON YUBEN LAIGHA	On 26th inst.
CTORIA, B.C. & BEATTLE, VIA RECOMA, &C.	AVMERIC	Brit. str		J. Boyd	DODWELL & CO., LED.	OH ZOW May
NCOUVER (DIRECT)	AYMERIC	Brit. etr.		the comment has been been	CANADIAN PACIFIC B. Co	On 16th Aug., at 4 P.
CTORIA, BC. & SEATTLE VIA KEELUNG,	C TANBA MARU	Jap. str		K. Sato	NIPPON YUSEN KAISHA	On 10th Aug., at Noo
CUMA VIA REELUNG & JAPAN	CHICAGO MARU	Jap. str.		I. Goto	OBAKA SHOSEN KAISHA	On 25th Aug, at Noo
COMA VIA REELUNG & JALAN POUTS &C.	KIYO MARU	Jap. str		Territorial and the second	Toyo Kisen Kaisha	On 27th inst, at 4 P.M
ALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	CHANGSHA		V 200	G. W. Eidy	BUTTERFIELD & SWIFE	On 5th Aug., at Noon
USTRALIAN PORTS VIA MANILA				M. Yagi	NIPPON YUSEN KAISHA	On 2nd Sept., at Noor
USTRALIAN PUNTS VIA MANULA		Jap. str.	-	M. Winckler	NILPON YUSBN KAISHA	On 16th inst., at D'lig
USTRALIAN PORTS VIA MANILA	A management of the state of th	Ger. str		H. Raegener	MELCHERS & Co	
	Manual Manue	Jap. str.		N. Mathieson	NIPPON YUBEN KAISHA	About 26th inst
	There WAY DENGAR	Cer. str		F. Isecke	MELCHERS & Co	On 3rd Aug., at Noon
	KUMANO MARU	Jap. str.		M. Winckler	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
AGASARI. KORE & YOKOHAMA	KANAGAWA MABU	Jap. str.		C. H Butler	NIPPON YUSEN KAISHA	Oniale dogratah
AIREN, KOBE. YOKKAICHI & YOKOHAMA	TJIMAHI			Bouman,	JAVA-CHINA-JAPAN LIJN	On 26th inst., at No
APAN	196. Santanahan		-		JARDINE, MATHESON & Co., LD.	On Olas inst at A D
ENTSIN HEFOO & TIENTSIN		That's -in-	l m.	E. Forsyth	BUTTELFIELD & SWIEE	To-day.
HANGHAI, KOBE & YOKOHAMA	SCANDIA		k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	To-day, at 10 A.M.
HANGHAI VIA SWATOW. AMOY & FOOCHO				Y. Fuseno	OBAKA SHOSEN KAISHA	To-day, at 4 P.M.
	The second secon		. 1 m.	A. Harris	BUTTHRFIELD & SWIEE	Trial and annual and
HANGHAI, MOJI, KOBE & YÖKOHAMA	SUNDA	The state of the s	18	R. A. Peters	JARDINE, MATHESON & Co., LD.	On 16th inst. at Noo
HANGHAI, MOJI, KODB & LOLLO	KWONGSANG	There who	-	F. Wheeler	BUITERFIELD & SWIBE	On 17th inst, at D'li
HANGHAI	ANHUL	Brit str.	1 m.		BUITERFIELD OF DATE	
HANGHAI KOBE & YOKOHAMA	POLYNERIEN	Fron.str.		Bruno .	MESSAGERIES MARTTIMES	
IANGHAI, YOKOHAMA & KOBE	1	Aus. Btr		E. Radonicich	SANDER, WIRLER & Co	
	BUNGO MARU	Jap. str		S. J. G. Parsons	は、「大・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	
	ARRAYR	Brit. str.		Owen Jones, R.N.H.	JARDINE, MATHESON & Co., LD.	On 26th inst. at No.
·····································	- P. R. LPTNANIS AND DRA	PART CATALOGUES	**	Bradley	Transport Angelous a Legge	On 28th inst.
AND AT TOUR BY WEIGHT AND A	I DALUNIA HIL III	THE PROPERTY OF	L. W.	Hildebrandt	HAMBURG-AMERIKA LINIE	End of July
	THE RESIDENCE OF THE PARTY OF T				MELCHERS & Co JAVA-CHINA-JAPAN LIJN	Onick despatch
				Н. Коорв	DAVA-CHINA-GAPAN LIMIT IN	About 24th inst.
			100		P. & O. S. N. Co OSAKA SHOSEN KAISEA	
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"大"一一一点,一个一点,一点,"这个是有一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一		Park Garage	in the state of	H. Murayana	The state of the s	
	THE PARTY OF THE P	this management as a market of	l n.	W. P. Brymer		
~~`_ ~~^\TT`_`&TT`A 76/3 LI`A I``JV \A`H\A`N N\A\LP\T	PROFILE TO BE TO THE PROPERTY OF THE PROPERTY	A 24 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				To-morrow, at 10 A.
### A ###ΛΤΙΚΑ ΚΑΙΚΑΛΙΚΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑΙΑΝΑ ΙΝΙΑ	TO THE PARTY OF THE PARTY	46.	2 b.	W. C. Passmore	DOUGLAS LAPRAIR & Co	On 19th inst. at 10
www.a.en.en.en.en.en	an . The Life A Acres 10 and 10 and	Commence of the commence of th	The state of the s			To-morrow, at 4 P.
ANILA	YUENBANG		The state of the s	P. H. Rolfe		On 16th inst. at 5
	TATAL BUTTON TO THE PARTY OF TH	* * * * * * * * * * * * * * * * * * *		R. Rodger		On 19th inst. at 3 F
	THE RESERVE TO SERVE THE PROPERTY OF THE PROPE	Brit. str.		A. W. Ontorbridge		On 22nd inst. at 4
			•••	S. J. Payno		On 23rd inst. at No
ANILA	ZAPIBO	The second second second		A. Fraser	BUTTEEFIELD & SWIRE	On 18th inst. at 4
				H. A. Hards	JARDINE, MATHESON & Co., LI	On 20th inst at 4
그리고 그 그 그는 사람이 누구 전로 구도를 하면서 가장이 되었어 있다. 전 하시는 집 사람은 이번 이번 하시다고 있다면서 하시면 없는 사람들이 되었다.	THE RESERVE AND ADMINISTRATION OF A PROPERTY OF THE PROPERTY O	Brit. atr.		Weigall,	Mar arrang & Co	End of Solv
					MELCHERS & Co	I A IN ZOUR INST.
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。————————————————————————————————————		· 4445 (400 40 40 40 40 40 40 40 40 40 40 40 40	THE RESERVE TO SERVE STATE OF THE PERSON NAMED IN COLUMN TWO PERSON NAMED I	M. B. Likke or or	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c	Tiver AMYAD	Dut. str.	1-1	ZIWILL 010 010 010	MY AVIW. AUTHO-GULUM TIVETA HIS	White the state of

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Steamer.	Tons.	Captain,	10 Sail on or About.
			And the state of t
		The second of the Astron	
	4.363	J. Boyd	26th July.
AYMERIC	4,657	F. W. Davies	27th September.
OCEANO KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.
TATALAN CONTRACTOR	J. 1. 25 4. 18.		하면 뭐 보겠다면 하다 하나 나는 사람이 없는데 없는데 없는데 없는데 없다면

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TO BALL

Hongkong, 30th June, 1910.

FOR

BREMEN IMPERIAL GERMAN MAIL TINDS.

STEAMERS.

NAPLES, GENOA. ALGIERS, (Thursday, 14th 15,900 "ROON" GIBRALTAR, SOUTHAMPTON, July, at 10 A.M. Capt. H. R. B. ANTWERP & HAMBURG Saturday, 16th MANILA, ANGAUR, YAP, NEW-"COBLENZ" Capt H. RAEGENER July, at D'light GUINEA, BRISBANE, SYDNEY and MELBOURNE PRINZ WALDEMAR," 6,100 About YOKOHAMA & KOBE Capt. F. ISBKE KUDAT and SANDAKAN ... Capt. F. SEMBILL

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GENERAL AGENTS HONGKONG & CHINA.

PACIFIC RAILWAY ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

From Hongkong.	From St. John, N.B. From Quebec.
EMRPESS OF INDIA." SAT., 16th July	"EMPRESS OF IBELAND"Fal., 12th Au
EMPRESS OF JAPAN "SAT., 6th Aug.	"ALLAN LINE PRIDAY, 210 De
MONTEAGLE" TUESDAY, 16th Aug.	l "Em pressof britain" fri zor se
ABOUNDED OF A DESTROY AND A PARTY OF A PROPERTY OF A PROPERTY OF A PARTY OF A	
20년, 'York' 12 전에는 게 하는 시간인 하는 시간인 10년 10년 12년 12년 12년 12년 12년 12년 12년 12년 12년 12	"EMPRESS OF IRELAND" bei, 4th No
"Empress" Steamship	is leave HONGKONG at 6 P.M.

"Monteagle" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy

through route to Europe. The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers and let Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplometic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Podder Street and Prays, opposite Blake Pier

MESSAGERIES MARILIMES

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAL.

TO BAIL STRAMERS FOR "POLYNESIEN" SHANGHAL KOBE & On 18th July, P.M. Capt. Bruno YOKOHAMA ... On 19th July. "TONKIN" MARSEILLES VIA PORTS Capt. Charbonnal 1 P.M. On 2nd Aug., "ERNEST SIMONS" MARSEILLES, VIA PORTS Capt. Girard

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombey and Australia; at Port Said for the Levente, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marsoilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. THOMAS, AGENT, Queen's Building. Hongkong, 7th July, 1910.

VESSELS ON THE BERTH

BHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND

ANTWERP.

THE Steamship

TO BE DESPATCHED

"PEMBROKESHIRE, Captain Hayes, will be despatched as above TO-MORROW, the 15th July.

This Steamer has superior accommodation. or First-Class Passengers at Cheap Rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon. For Freight or Passage, apply to JARDINE, MATHESON & Co., LD.,

Hongkong, 8th July, 1910.



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECE). Calling at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS,

to PEESIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.

THE Company's Steamship - "PERSIA."

Capt. P. Giurgevich, will be despatched as above on WEDNESDAY, the 27th July, P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight. apply to

SANDER, WIELER & Co., Princes' Buildings. Hongkong, 6th July, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUNTAL AMBRICAN AND BOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, carrying His-Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 23rd July, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers secommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed vin Bombay by the R.M.S. "EGYPT," due in London on the 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Superintendent. Hong kong, 11th July, 1910.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.) WRAY CASTLE," { On or about 6th August. For freight and further information apply to-

SHEWAN, TOMES & Co., General Agents. Hongkong, 13th July, 1910

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WHISKY.

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Gutler. Palmer & Go.'s



Gutler, Palmer & Go., London.

AGBNTS HONGKONG.

PENINSULAR ORIENTAL

STEAM NAVIGATION COMPANY.

yor	8TBAMKR8	TO SAIL	RINMARKS
VIA SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	MALTA Capt. G. M. Montford, R.N.B) 3 P.M., 14th July	Freight and Passage.
SHANCHAI, MOJI, KOBE }	SUNDA	Qn 16th July	Freight and Passage.
SHANGHAI		to at the New York and a second	with the make a top of
LONDON VIA USUAL PORTS	DELHI) Woon 23nd)	See Special
TAKAO, SHANGHAI, PUROW.) HANKOW, TAKU and Moji		to go there is to the to the	
For further Particulars		E. A. HEV	

CALLE A	VIGALIUI	N CU., LI
SAILINGS S	UBJECT TO ALTE	RATTON.
-POR	STHANTER	TO SAIL
SWATOW, SHANGHAL & CHINELA	"CHINKIANO"	On 14th July, 4 P.M
SHANGHAI	"CHINHITA"	On 14th July, 4 P.M.
SWATOW, AMOY & SHANGHA	I "HOIHOW"	On 15th July, 4 p.m
SHANGHAI	"ANHITT	On 17th July D'lig
CEBU & ILOILO	"SUNGKIANG"	On 18th July, 4 P.M.
MANILA	"TEAN"	On 19th July, 3 P. at
CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 4 P.M.
MANILA, ZAMBOANGA, THU	RS-	
DAY ISLAND, COOK TO	WN. "CHANGSHA"	On 27th July, 4 P.M.
CAIRNS, TOWNSVILLE, BI		The Carlotte and the Ca
BANE, SYDNEY & MELBOUT	ONE)	
	S TO WEST RIVER, TW	ice Weekly.
ATISTIPALIAN STRAMEDS	TAN" and S.S. "SANUL	
AUSTRALIAN STEAMERS throughout and Electric Fans in t	he Citerens A July	tion with Electric Light
REDUCED TARES, Cargo book	and through for all that	anned surgeon is carried.
Tasmanian Ports.	or entoucky for Bit Willell	men, now Zesiand and
MANILATWIN SCREW ST	EAMERS & TIENTEN S	TEATED OL
Passenger accommodation with Elec	tric Light throughout and I	Clarific Ranging the State
tooms and Dining Salson	The state of the s	atoonero bring in the Dates-

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEVAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkong for Shanghai and Northern China Ports

direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtaza N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hongkong, 14th July, 1910 AGENTS.

EAST ASTATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., ED., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASTATICO., L. GOTHENBURG.

		BUBJECT_T	0 ALTERA	TION.		
and the second s	ESTINATION		STHAMBR		DATE OF	BASLIN
-SHANGHA	I, YOKOHAMA	and KOBE	"INDIEN"	#4484 (#49464)	End of July	
COPENPA	æn		"BIAM"		End of Jul	
	EN and ST. P				The state of the	, and
	Further Particu	2.5 4 6 14				
	g, 2nd July, 191			ELOHER Agen		O.,
				AGUI	100	0

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

III IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

	AND RETU	JRN.	
	Occupying 9 to 10	Da ys) .	
STEAMSH (PS	CAPTAIN	LBAY	ING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th	a Tele at 10 a
"HAITAN"	Capt. J. W. Evans	TUESDAY, 1941	July, at 10 A.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Foodhow and Return will be Allowed.

For Freight and Passage apply to-DOUGLAS, LAPRAIR & Co.,

GENERAL MANAGERS.

Hongkong, 9th July, 1910.

INDO-CHINA S. NAV. CO, LD.

	PROJECTED	SAILINGS FRO	DM HONGK	ONG (SUBJE	CT TO ALT	ERATION.
		OB		TEAMERS	TO 8A	П.
	MANILA		YU.	ENSANG	Friday,	July, 4 P.M.
				Vongsang" Ausang"	Wadden 20th	July, Noon,
	MANILA			ONGSANG"	Friday 22nd	July, 4 P.M.
		KOBE & MOJ	L KU	TSANG"	Tuesday, 26th	July Moon
	* TIENTSIN		CH CH	EONGSFIIN	1"Tuesday 26th	Inle Noon
	SINGAPORE	PENANG & CAT	AUUTTA" NA	MBANG"	Thursday, 28th	July, Noon.
1	ક કરેનું વાર્ષ્યું ક્ષેત્રિયા કોઇન્સ કેન્દ્રિયા	STATE OF THE PARTY		TOTAL	PAN	

The Steamers "KUTSANG," NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Meji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Erch. 4. I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao,

Wenkan, Jesselton and Labuan. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 14th July, 1910. GENERAL MANAGER

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Sallings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine Black Sea and Baltic Ports,

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Ambian and Penian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD

LINIE,

는 열등 이동생으로 있다. 이 성급하게 되고 있다고 하는데 11분이 없는데 있어요 하는데 있다고 있다.	
OUTWARD.	FOR HAVEE, BREMEN & HAMBURG: S.S. ARABIA 19th July
	FUR ROTTERDAN, HAMBURG & ANTWE
SHANGHAI, KOBE & YOKOHAMA:	S.S. SITHONIA 23M Int.
8. SCANDIA 14th July.	POR HAVRE & HIMBURG
그 15일 14일 가는 그리지 않는데 이렇게 하는데 보고 있었다. 그들은 그들은 그 그 그 그 그 그 그 그 그는 그를 보고 있다는 그를 보고 있다. 그를 보고 있다면 없는데 없다.	S.S. BRASILIA 25th July
S. SAXONIA 28th July.	FOR MARSEILLES & HAMBURG:
	C C AFTSCART TEXTSET OF A CO.
S.B. SPEZIA 12th Aug.	S.S. MECKLENBURG 23th July
S. ALESIA 26th Aug.	FOR ROTTERDAM HAMBURG & ANTWER
	S.S. SEGOVIA 10th Aug
I.S. AMBRIA 8th Sept.	FOR HAVEE & HAMBURG:
	O O COLARITORA
Further Particulars, apply to-	S.S. SCANDIA 17th Aug
THE LEW TREMOURIES, BOYN LINES	() : 그는 마음을 하는 경기 마음 무슨이는 그가 되고 있습니다. 그는 그렇게 하는 것은 것을 하는 것을 보는 것이다. 그렇게 함께 함께 다른

SOUTH AMERICAN LINE.

Hongkong, 12th July, 1910

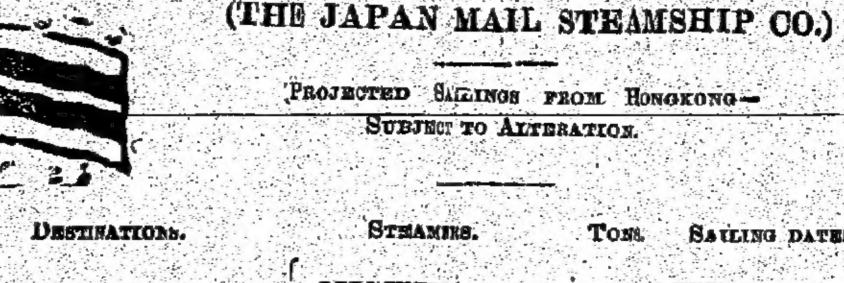
Hagkong, 6th July, 1910.

HAMBURG-AMERIKA

Hongkong Office.

	REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE,	VALPARAISO, MC., VIA MOJI KORE YOKOHAMA
HONOLULU,	MANZANILLO AND SALINA CRUZ (MEXICO).
S.S. KIYO MARU	17 %) to
S.S. BUYO MARU	17,200 tons gross Sail Aug. 25th, at Noon. 10,500 , , , Oct. 22nd, at Noon. 11,000 , , , Dec. 21st, at Noon.
For particulars app	
	N. YAMADA Acting Manager. TOYO KISEN KAISHA. King's Building.

NIPPONYUSENKAISHA



SATLING DATES. WED DAY, 20th MISHINA MARU July, at Daylight, Capt. A. E. Moses, MARSEILLES, LONDON and KAGA MARU ANTWERP, via SINGA-(WED'DAY, 3rd PORE, PENANG, 7.000 \ Aug., at Daylight Capt. M. Hagino, COLOMBO and PORT ATSUTA MARU WED'DAY, 17th Capt. Wm. Thomsen. 9,000 Ang., at Daylight

KAMAKURA VICTORIA B.C. & SEATTLE 7,000 Aug., from Kons. Capt. J. Nagao,

VICTORIA, B.C. and SINABA MARU SEATTLE, via KEELUNG, Cant K Kawam 2 TUESDAY, 19th July, at 4 P.M. Capt. K. Kawara, SHANGHAI, MOJI, KOBE, TAMBA MARU YOKKAICHI, SHIMIZU and 7,J00 TUESDAY, 16th Aug, at 4 P.M. YOROHAMA Capt. K. Sato. SYDNEY and MELBOURNE, NIKKO MARU FRIDAY, 5th via MANILA, THURSDAY Capt. M. Yagi, Aug., at Noon. ISLAND, TOWNSVILLE KUMANO MARU FRIDAY, 2nd Sept., and BRISBANE Capt. M. Winckler, at Noon.

DAIREN, KOBE, YOKKAI- SKANAGAWA MARU FRIDAY, 15th July, CHI and YOKOHAMA ... Capt. C. Il Butler, at 5 P.M. SHANGHAI, MOJI and JBINGO MARU

WED'DAY, 20th Capt. S. J. G. Parsons, 7,000 Juy. KOBE and YOKOHAMA HITACHI MARU THURSDAY, 21st Capt. N. Mathieson, 7,000 July, at Noon, BOMBAY via SINGAPORE CEYLON MARU TUESDAY, 26th and COLOMBO

Capt. Fred Pyne, NAGASAKI, KOBE and KUMANO MARU WED'DAY, 3rd YOKOHAMA ... Ang., at Noon 6,000

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. \$120 1st CLASS \$110 \$100 \$90 \$80 70 60 2ND \$50

With Optica of rail between Calling Ports in Japan.

§ Fitted with New System of Wireless Telegraphy. | Cargo only. Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN BACKFIG RAILWAYS and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road

Hongkong, 23rd May, 1910.

For Freight or Passage apply to

Hongkong, 14th July, 1910.

KUSUMOTO. MANAGER 13-125

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS. CAPT	AIN VO) 2 0 {	SATLING DATE
RUBI	2540 R. Rod	ger Ma	CONTRACTOR OF THE PARTY OF THE	loth July, 5 P.M.
ZAFIRO	2540 A. Tras	er Ma	nila On	23rd July, Noon

SHEWAN, TOMES & Co., General Managers.

OSAKA SHOSEN

KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Loding to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STRAMERS	Tons	
	# OF TOLOGO STATE	(Gross reg.)	LEAVES.
MOJI, ROBE and YOKO.	Capt. I. Geto	6,182 Y	VED'DAY, 10th Aug., at Noon
HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178 V	VED'DAY, 7th
The Co.'s Newly Built St			Sept., at Noon.

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Bost adapted rooms for carrying Silk, Treasure and Purcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST. PORTS & FORMUSA SERVICE

FOR	STEAMERS	LEAVES.
ANGHAI YIA SWATOW,	"BUJUN MARU" Capt. Y. Fuseno	THURSDAY, 14th July, at 10 A.M.
AMSUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 17th July, at 10 A.M.
NPING VIA BWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 20th July,

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cuisine, The Newly Built Steamers: "Choshun Maru" and "Bujun Maru" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGHR

YOKOHAMA.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAKS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION OF 1910. Head Office for the Far East:-Japan Office 16, DES VŒUX ROAD, 32. WATER STREET,

HONGKONG.

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, L'ID.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VOUX ROAD.

VESSELS EXPECTED.

THE INDIAN MAIL. The Apear str. Japan left Moji on the 9th instant morning, and may be expected here this morning.

The Indo-China str. Kutsang left Calcutta for the Straits and Hongkong on the 7th inst., and is due here on or about the 23rd inst. THE PRENCH MAIL.

The M.M. str. Polymeren, with the French Mail of the 19th ult., and mails from London of the 18th ult, left Singapore on the 11th inst, at noon, and will arrive here on Monday morning the 18th inst. on the 10th instant, and may be expected here THE AMERICAN MAIL. on or about the 16th instant.

The T.K.K. str. Nippon Maru left Yoko. hama on the 11th inst on route to Hongkong, and is due to arrive at this port on the 19th

The P.M. str. Siberialeft San Francisco on the 28th ultime for Hengkeng, via Henolulu, ultime, and Japan and Manila, and is due to arrive here on 2nd prox. the 29th inst.

The P.M. str. China left San Francisco on the 6th instant for Hongkong, via Honolulu, Yekohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 3rd prox. The P.M. str. Mancheria will leave San Francisco on the 12th instant for Hongkong. via Honolulu, Yokohama Kobe Nagasaki and Shanghal and is due to arrive at this port on the 8th frox.

THE CANADIAN MAIL. The C.P.R. Co's str. Montragle left Vancouver on the 30th ultime a.m. for Hongkong via usual ports of call. The C.P.R. Co.'s str. Impress of Japan left Vancouver on the 6th instant a.m. for Hong-

kong via usual ports of call. THE AUSTRALIAN MAIL The E. & A. str. Empire left Sydney on the 6th inst. for Queensland Ports, Timor, Manila and this port.

MERCHANT STEAMERS. The LG.M. str. Room left Shanghai via Foochow on the 9th inst, at 8 p.m., and may be expected here to-day.

The I.G.M. etc. Cobletz left Kuchinotsu on Sui Cheong Gloria, Dragon, Haiyang, Kohsithe 10th instant, at noon, and may be expected chang. here to-day p.m.

YESSELS IN DOCK.

KOWLOON DOCK .- Saris Bandjer, Heangho,

The P. & O. S. N. Co.'s str. Malta is due

The P. & O. S. N. Co.'s str. Sunda leit.

Singapore for this port on the 8th instant, at 5

The German str. Borneo left Sandakan on

the 9th instant p.m., and may be expected here

The Bank Line Ltd.'s str. Aymeric left Van-

The Mogul Line str. Lothian left United

The Mogal Line str. Lennox left Singapore

The "Glea" Line str. Glenearn left Singa-pore on the 11th instant, and is due here on or

The O.S.K. str. Chicago Maru left Tacoms

for this port via Japan and Manila on the 25th

ultimo, and is expected here on or about the

SHIPPING REPORTS.

The British str. Ichang reports: Moderate

The British str. Haicking reports: Moderate

The Chinese str. Kwangles reports: Strong

S.W. wind with fog and heavy rain to Tung

Yang; theace to port, moderate S.W. wind

The British etr. Carmarthenshire reports:

Light winds smooth sea to about 5 degrees N.;

then moderate Southerly winds and moderate

sea, cloudy with showers untill 2 degrees N.;

The British str. Yuntan reports: The

voyage began with moderate S.E. wind, rain

and fog to Saddles; fresh S.W. wind, occasional

fog and high head sea to the Brothers: thence

Southerly winds, smooth sea and fine weather.

about the 18th instant, at daylight.

S.W. monsoon and fine.

and heavy weather.

then fine into port.

fine weather to port.

Kingdom on the 10th instant for Hongkong

conver, B.C., on the 4th ult, for Hongkong vin

p.m., and is due here to day at about 6 a m.

here at daylight to-day.

Japan porta

via Straits.

Taikoo Dock-Union Hophaestus, Rubi.

D. SCHOLTE & CO., AMSTERDAM.

DUTCH PIECE GOODS: SHIRTINGS. SPANISH STRIPES. DRILLS. CASHMERES. FIC., AND ALL SUNDRIES.

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HITCO C A FROMM

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POST OFFI	CE NOTICE	
10 Only fully prepaid letters and poster Bouto to EUROPE.	rds are trans-	sible by the SIBERIAN
from London	in Hongkong.	Vessel. Meefoo.
The Polynesien, with the French mail of 11th inst., at noon, and may be expected here of brings replies to letters despatched from Hongk	the 17th ulto, left n or about Monday, song on the 14th Ma	t Singapore on Monday, the the 18th inst. This packet
	- 208	自身的, " 你们的特殊的,从 是我们的自己的
Manila Swatow, Amoy, Foochowant Shanghai	Keemun Bunjun Maru	Thursday, 14th, 9.00 A M Thursday, 14th, 9.00 A M Thursday, 14th, Printed Matter and Sam ples 7.00 A M Registration 8.00 A 1
EUEOPE, &c., India via Tutlcorin	Roon Pheumpenh	Registration, Kowloo B.O 7.30 A No late fee. Letters 9.00 A Thursday, 14th, 9.00 A Thursday, 14th, Noon.
Baigon Batavia, Cheriben, Samarang and Sourabaya Macao Bingapore, Penang and Colombo	Malta Chinhua	Thursday, 14th, 1.15 P. Thursday, 14th, 2.00 P. Thursday, 14th, 3.00 P. Thursday, 14th, 3.00 P.
Shanghai Swatow, Shanghai and Chingkiang Yokohama and Kobe Batavia, Samarang and Soura' aya	Tjimahi Victoria Nanshu Maru	Thursday, 14th, 3.00 P Thursday, 14th, 4.00 P Thursday, 14th, 5.00 P Thursday, 14th, 5.00 P
Moji Hoihow, Singapore and Bangkok Bwatow, Amoy and Foochow Shanghai, Nagasaki, Moji, Kobe and Yokohan	Koheichang Haiching Carmarthenshire Sui Tai	Friday, 15th, 9.00 A Friday, 15th, 11.00 A Friday, 15th, 1.15 P
Macao Bwatow, Amoy and Shanghui Manila Manila Marour Friedrich	Yuensang	Friday. 15th, 3.00 P
Manila, Angaur, Lap, manila, Herbertshohe, Wilhelmshafen, Babaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Matupi, Brisbane, Sydney, Hobart, Launcoston, New Zealand, Dunwlin, Melbourne, Adelailie, Perthand Fremanile	Coblens	Saturday, 16th, 10.00
Shanghal		Baturday, 16th, Printed Matter and E. ples 10.00 Registration 10.00 (Registration with fee of 10 cents, w
KRELUNG, SHANGHAI, NAGASAKI. KOBE	Korea	10.30 A. M.)

Macso	Pembrokes hire	Saturday, 16th, 4.00 P M
Singapore, Penang and Colombo	Bub:	Saturday, 16th, 4.00 P M. Saturday, 16th,
Manila		Registration, Lowicon
		BO JULY
		Printed Metter and Sam-
TORO VOROHAMA.		ples 4.00 P M Registration 3.00 P M
BHANGHAL NAGAS AKI, KOBE, YOKOHAMA. VICTORIA & VANCOUVER (B.C.)	Empress of India	Registration 5.00 Pm
SIBERIAN MAIL TO EUROPE	7	(Registration, with late fee of 10 cents up to
		4.00 P M)
		Letters 5.00 P M
DE CHENT PERSENTAL PLANS FOR MANY REST		A CONTROL OF THE PROPERTY OF THE VALUE OF SERVICE AND AN ARREST OF THE VALUE OF SERVICE OF THE VALUE OF THE V
Shanghai	Anhui	Saturday, 16th, 6.00 PM
SIBERIAN MAIL TO EUROPE	Sungkiang	Monday, 18th, 3.00 P M
	Holstein	Monday, 18th, 3.00 P M
Deterin Samarang and Bourabaya	Haitan	Theaday.
Swatow, Amey and Foothow		Tuesday, 19th, Printed Matter, and Sam-
		nles 10.00 A K
		Registration 10.00 A M
EUROPE, &C., INDIA VIA TUTICOBIN		Registration With 1800
(Late Letters 11.00 a.m.	The state of the s	fee of 10 cents up to
The second of the second of the second secon		10.45 A K)
The the little distinction		Registration Kowloon B.O 10.00 A B
included in this contract mail.		No lata (88
		Tattova 11.00 A M
		Tuesday, 19th, 2.00 P M
Manila	Tean	
Commission Mari Kong, I Danguonia	Inaba Maru	
Chimidan Yokonsus. Violetin Chica	Mishima Maru	Tuesday, 19th, 5.00 PM Wednesday, 20th, 3.00 PM
Singapore, Penang and Colombo	Mausang	*************************************
Sandakan Chefoo and Tientain	Huichow	Thursday, 21st, 3.00 P M Friday, 22nd, 3.00 P M
Marila	Loongeang	
Toland Cooktown, Calcus,		Tuesday. 26th. 9.00 A M
Dechana Sydney, Houset,	Aldenham	Tuesday, 26th. 910 A M
· · · · · · · · · · · · · · · · · · ·		
Adelaide, Dunedin, Perch, and Transcript	Cheongshing	Tuesday, 26th, 10.00 A M. Tuesday, 26th, 11.00 A M.
The mount of the state of the s	Kutsang	Tuesday, 26th, 11.00 A a
Shanghai, Kobe and Moji		





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COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	July 13th
ON-LOMDON:-	
Telegraphic Transfer	1/94
Bank Bills, on demand	1/91
Bank Bills, at 30 days's	
Bank Bills, at 4 months	
redits, at 4 months' sig	ht 1/944
Documentary Bills 4 mon	the sight1 911
ON PARIS	
Bink Bills, on demand	
Credits, at 4 months' sig	
ON GERMANY:	3
On demaid	182
ON NEW YORK :-	- 1 - 4 - 4 - 4 - 4 - 4 - 5 - 5 - 5 - 5 - 5
Bank Bills, on demand	431
Credits, at 60 day a' sigh	
ON BOMBAY !-	
Telegraphic Transfer .	
Bank, on demand	
ON CALCUTTA	TAKE
Telegraphic Transfer .	
Bank, on demana	
ON SHANGHAT:	
Bank, at sight	***************************************
Private, 30 days' sight	751
ON YOKOBAMA :- On dem	and871
ON MANILA On domand	d—Pesos—87}
ON BINGAPORE :- On dem	and757
ON BATAVIA :- On deman	d1062
ON HAIPHORG On dem	and32 / pm
On Salgon :- On demand	
ON BANGKOK :- On dema	nd871
Soverbions, Bank's Buy	ng Rate\$11.20
GOLD LEAV, 100 fine, per	tabl \$58.30
BAR SILVER, per os	251
	MATTO
SUBSIDIALY	
mailes on seeds also	per cent
	es\$7.67 digeous
Chinese10	

per cent
Chinese20 cents pleces \$7.67 discount.
Chinese10\$8.10
Hongkong 10 , \$7.96

SHARE LIST.—QUOTATIONS.

Hongrong, July 13th, 1910.				
Szooks.	no. of Bhares.	VALUE.	PAID UP.	TIONS CASH.
ARES.— Hongkong & Shanghai Bank Corporation	120,000	\$ 125	all	\$950. £89.10
National Bank of China, Limited	99,925	27	£á	\$76, buyers
ell's Asbestos Eastern Agency, Limited	8,604 60,000	12/6 \$1 2	12/6 \$12	\$8, sellers \$91, sellers
hina Borneo Company, Limited hina Light and Power Company, Limited.	50,000 50,000	\$10 810	\$10 \$1	\$1.50, seliki
hina Provident, Loan & Mortgage Co., Ld	200,000	\$10		284 Bellers
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000 125,000	Tla. 50 \$10	Tla. 50 \$10	Tis. 120. \$5, sellers
Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld.	10,000 8,000	Tla. 75 Tla. 100	Tle. 75	Tls. 62.
Lacu-Knng-Mow C. Spin.&Weav.Co.,Ld Soy Chee Cotton Spinning Co., Limited	2,000	Tla. 500	Tls, 500	Tla. 240.
Biry Farm Company, Limited	40,000	\$7?	\$6	
Hong & Kowloon Whart & G. Co., Ld.	60,000 50,000	\$50 \$50	اله	\$56, sellers \$50, sellers
New Amoy Dock Co., Lamued Shaughai Dock and Engineering Co., Ld	10,000 55,700	\$63 171a, 100	118, IW	
Shanghui and Hongkey W art Co., Lu.	36,000 18,000	Tls. 100 \$25		
enwick & Co., Limited	400,000	\$10	\$10	\$62, sales
Hangkong and China Gas Co., Limited	7,000 60,000	The state of the s	\$10	
Hongkong Electric Co., Limited	12,000 8,000	\$50 }	\$50 \$25	\$107, sellers \$83, sellers
The closure Top Company, Limited	5,000 60,000	\$25	اله	
Hongkong Rope Manufacturing Co., Linited Insurances.— Office Co. Limited	10,000		\$50	\$175, sellers
Canton Insurance Office Co., Limited China Fire Insurance Co., Limited	20,000 24,000	\$100	920 825	\$113, sellera \$873.
China Traders Insurance Co., Limited, Hongkong Fire Insurance Co., Limited	The second secon	\$250	\$50	
North Chine Insurance Co., Limited Union Insurance Society, Limited	12,400	\$250	\$100	
Yangtase Insurance Association, Limited LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.		\$10	الها	284, mollers
Rowleon Land and Building Co., Lu.,		Tla. 5	Tls. 50	
West Point Building Co., Limited				
BooletéFrançaise desCnarb'ges du Tonkin Raub Australian Gold MiningCo., Ld	16,00 200,00) £	1 18/1	0 871, sellers
Peak Tramways Co., Limited {	25,00 50,00	51	0 81	\$1.60, sellen
Philippine Co., Limited	75,00	0 81		
REFINERIES.— China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited	20,00 7,00	0 \$10 0 \$10		
Robinson Piano Co., Limited	4,00		0 \$5	0 850, sellers
STRAMSHIP COMPANIES.— China and Manila Steamship Co., Ld	30,00			the state of the s
Douglas Steamship Co., Limited Hongkong, Canton & Macso S.B. Co., Lo	20,00 80,00	0 1	5 * 11	And a second second
Indo-China Steam Navigation Co., Ld	60,000 pre		5 all 1 £	1 102/- sales
Shell Transport & Trading Co., Limited	TOW	0 \$	D N	0 \$24, seller 5 \$14, selle
South China Morning Post, Limited	10,00 6,00	0 *	25 82	25 \$26, buyers 55 \$5, buyers
Steam Laundry Company, Limited	20,00	Mark Indian		1 \$10.
Campbell, Moore & Co., Limited	120 150	0	7	7 (2), sallers 10 \$3, sallers
Watkins, Limited	10,0	5	10 8 10 8	10 \$61, buyars 10 \$10, buyars
Weissmann, Limited United Asbestos Oriental Agency, Limited,	3,0 9,900 ord	7. 8	10	34 \$113, seller 10 \$300.
Union Waterboat Co., Limited	100 fds 50,0		io	10 \$7.
R.venzes		_		7/3 29/-
Angle-Malays			.	\$19 (8ta.) 115/:
Bukit Kajangs				63/6
Castlefields, fully paid				150/- 32/6 32/6 prem.
Eastern and International Highlands and Lowlands				137,6
			ĪĒ	18/3
Labus	••• •••			92/6 62/6
4. - 발사는 가는 소문에도 근요되어 되어서 속 하면 사용한 그리는 가수하는 것은 가장 등이 있다는 것은 것은 것은 것을 하는 것은 것을 하는 것은 것을 하는 것을 하는 것을 하는 것을 했다.		I E		15/6
London Ventures				8/- \$41 (8th.)
Derechil de la				32/8
Shelfords	# Z		No.	\$18 (Str.)
Sumatra Paras				135/-
Bungei-Kapars	***			100/

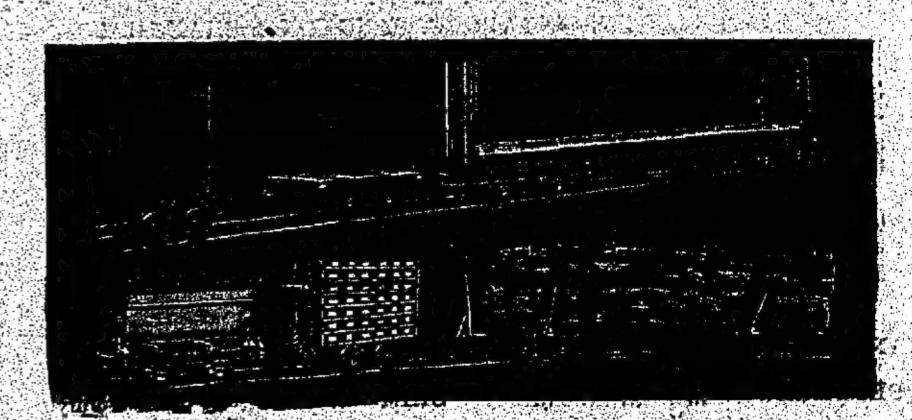
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OPIUM. STEAMERS PASSED THE CANAL June 17th—Errol, Nejne Novgorod, Nove, Sunda, Telamon. Alst—Andalusia. Benclauch, Glenearn, Kanagana Maru. Delayed through mutilation: Lennos, St. Patrick. 24th—Belgravia. Hitache Maru. Polynesten. Steniar, Amiral Himelia. 28th—Aragonia. Banca, Saxonia, Slavonia. July 1st.—Benalder. Nybea. Silesia, Welsh Prince, Tangtuse. Mongolia. 5th—Ajaz, Bendaubre, Carnarvonehire. Mongolia. July 13th. 41.900/1,950 per pical \$1,969/2,000 \$2,010/2,060 HUAP OIGH 12,060/2,100 81,400/1,500 mouthelese, Muncaster Casile, Print Ludwig, Bambia, Titun, 8th—Australien, Diomed, Palavan, Miyasaki Maru, Peleus Tango Maru, Print Eltel Friedrich, 12th—Japan, Sivia, Spesia, Fortouerts. ON BALE. BOUND WOLUMES of the HONGKONG WEEKLY PERSS. July to December, ARRIVALS AT HOME. 1909: With INDEX. Price \$7.50. July 8th—Derflinger, Tourane. On sale at the "HONGHONG DALLY PRESS Office: 277 Hongkong 29th January, 1910.

Printed and Published by Atty of Moreover Kenn for the Conferrald at 10s, Des Versal Basel Contral Violente, Household Contral Contral Contral Violente, Household Contral Con